Broadway Triangle

Revised Environmental Assessment Statement*

*Supersedes the Environmental Assessment Statement Issued October 8, 2021

CEQR No. 21HPD027K

Prepared For:

HPD on behalf of
Unified Neighborhood Partners

Prepared by:

Gallagher Bassett Technical Services

March 14, 2022

Broadway Triangle

Environmental Assessment Statement

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City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

FOR UNLISTED ACTIONS ONLY • *Please fill out and submit to the appropriate agency* (see instructions)

Part I: GENERAL INFORMATION

1. *Does the Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)?* ☐ YES ☒ NO

If "yes," **STOP** and **complete the FULL EAS FORM**.

2. *Project Name* Broadway Triangle - Sites A2 and C

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
21HPD027K	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY NYC Department of Housing Preservation and Development ("HPD")			NAME OF APPLICANT HPD on behalf of Unified Neighborhood Partners		
NAME OF LEAD AGENCY CONTACT PERSON Matthew Juliana, AICP - Director, Environmental Planning			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Lin Zeng		
ADDRESS 100 Gold Street, Room 7-A3			ADDRESS 100 Gold Street		
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5. *Project Description*

The proposal involves an application by New York City's Department of Housing Preservation and Development ("HPD"), on behalf of the project sponsor, Unified Neighborhood Partners ("UNP"), for Urban Development Action Area ("UDAA") designation, Urban Development Action Area Project ("UDAAP") approval, and disposition of the City-owned property located at 29-31 Bartlett Street on Block 2269, Lot 52 ("Disposition Area"), as detailed below.

As part of the Broadway Triangle project, the Disposition Area is comprised of Development Site A2 ("Site A2"; 29-31 Bartlett Street; Block 2269, Lot 52). The remaining 9 City-owned lots that are part of the proposed project are clustered in Development Site C ("Site C") located at 100 Throop Avenue on Block 2269, Lots 25, 27, 28, 29, 30, 31, 33, 35, and 36. A tax lot merger for those 9 lots has been approved and, effective 2022, the lots will collectively be identified as Block 2269, Lot 25. Sites A2 and C are non-contiguous and the 9 parcels that make up Site C do not need public approvals as they received UDAA designation and UDAAP approval, and disposition of City-owned property approval in 2009 (C 090416 HAK). The Proposed project, inclusive of parcels A2 and C, consists of 169 units of affordable housing developed across two new buildings with a total of 168,381 gross square feet of residential space, and 6,730 gross square feet of commercial space located in the South Williamsburg neighborhood of Brooklyn, Community District 1. The Proposed Project will be developed under HPD's Extremely Low & Low-Income Affordability Program ("ELLA"). The Proposed Project may also receive New York City Resolution A funding.

The Proposed Project is intended to be developed in two phases. The first phase would consist of Site C, which would begin construction in the first quarter of 2022, and complete construction 24 months later. The second phase would involve Site A2, which would begin construction in the first quarter of 2023, and complete construction 24 months later. The project would be fully built and operational by 2025.

Project Location

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) 1	STREET ADDRESS Site A2 - 29-31 Bartlett Street; Site C - 100 Throop Avenue

TAX BLOCK(S) AND LOT(S)	ZIP CODE
Site A2 - Block: 2269, Lot: 52 Site C - Block: 2269, Lot: 25, 27, 28, 29, 30, 31, 32, 33, 35, 36	11206

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Project site A2 is located at 31 Bartlett Street (Block 2269, Lot 52), between Harrison Avenue to the west, Throop Avenue to the east, and bounded by Bartlett Street to the south. Project site C is located at 100 Throop Avenue (Block 2269, Lot 25, 27, 28, 29, 30, 31, 33, 35, 36), and is bounded by Gerry Street to the north, Throop Avenue to east, and Bartlett Street to the south.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY	ZONING SECTIONAL MAP NUMBER
Sites A1 & C: R7-A/C2-4	13b

6. *Required Actions or Approvals* (check all that apply)

***City Planning Commission*:** ☒ YES ☐ NO ☒ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

☐ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☐ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☒ UDAAP
☐ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☒ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☐ OTHER, explain:	

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Board of Standards and Appeals*:** ☐ YES ☒ NO

☐ VARIANCE (use)
☐ VARIANCE (bulk)
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Department of Environmental Protection*:** ☐ YES ☒ NO If "yes," specify:

Other City Approvals Subject to CEQR (check all that apply)

☐ LEGISLATION	☒ FUNDING OF CONSTRUCTION, specify:
☐ RULEMAKING	☐ POLICY OR PLAN, specify:
☐ CONSTRUCTION OF PUBLIC FACILITIES	☐ FUNDING OF PROGRAMS, specify:
☐ 384(b)(4) APPROVAL	☐ PERMITS, specify:
☐ OTHER, explain:	

Other City Approvals Not Subject to CEQR (check all that apply)

☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)	☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
	☐ OTHER, explain:

***State or Federal Actions/Approvals/Funding*:** ☒ YES ☐ NO If "yes," specify: Tax exempt bonds

7. *Site Description:* *The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.*

***Graphics*:** *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.*

☒ SITE LOCATION MAP	☒ ZONING MAP	☒ SANBORN OR OTHER LAND USE MAP
☒ TAX MAP	☐ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)	

☒ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 32,499	Waterbody area (sq. ft) and type: N/A
Roads, buildings, and other paved surfaces (sq. ft.): Site A2: 3,400/Site C: 21,650	Other, describe (sq. ft.): Grassscapes/yards- Site A2: 1,600/Site C: 5,489

8. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 175,917

NUMBER OF BUILDINGS: 2	GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): Site A2: 27,890 gsf; Site C: 148,027 gsf
HEIGHT OF EACH BUILDING (ft.): Site A2: 98' 10" ; Site C: 95'	NUMBER OF STORIES OF EACH BUILDING: Site A2: 9 ; Site C: 8

Does the proposed project involve changes in zoning on one or more sites? ☐ YES ☒ NO

If "yes," specify: The total square feet owned or controlled by the applicant:

The total square feet not owned or controlled by the applicant:

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO

If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):

AREA OF TEMPORARY DISTURBANCE: 32,499 sq. ft. (width x length) VOLUME OF DISTURBANCE: 159,000 cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 23,866 sq. ft. (width x length)

Description of Proposed Uses (please complete the following information as appropriate)

	Residential	***Commercial***	***Community Facility***	***Industrial/Manufacturing***
Size (in gross sq. ft.)	168,321	6,730		
Type (*e.g.,* retail, office, school)	169 units	St. Nicks' Workforce Development office		

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO

If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 161.2 NUMBER OF ADDITIONAL WORKERS: 10

Provide a brief explanation of how these numbers were determined: The net increment between the No-Action Condition (RWCDS in the Broadway Triangle FEIS) and the Proposed Project is 52 dwelling units. According to 2019 5-year U.S. Census Data for Census Tract 507 (where both sites are located) the average household is 3.1 people, which gives a net increment of 161.2 additional residents as compared to the No-Action Condition. The No-Action Condition for the sites did not project any commercial or community facility uses on the sites resulting in a No-Action Condition of zero additional workers. St. Nick's Workforce Development office will be occupying the entirety of the 6,730 sf of commercial space. The office is currently operational at another location (790 Broadway) and will simply be moving to the new location with its current work force (10 people) once the building is complete, resulting in a net increment of 10 additional workers.

Does the proposed project create new open space? ☒ YES ☐ NO If "yes," specify size of project-created open space: 21,000 sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition? ☒ YES ☐ NO

If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly: See Attachment A

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2025

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 36

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☐ YES ☒ NO IF MULTIPLE PHASES, HOW MANY? 2

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: The Proposed Project is intended to be developed in two phases. The first phase would consist of Site C, which would begin construction in the first quarter of 2022, and complete construction 24 months later. The second phase would involve Site A2, which would begin construction in the first quarter of 2023, and complete construction 24 months later. The project would be fully built and operational by 2025.

10. *Predominant Land Use in the Vicinity of the Project* (check all that apply)

☒ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☐ OTHER, specify:

Part II: TECHNICAL ANALYSIS

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the "no" box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the "yes" box.
- For each "yes" response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a "yes" answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Short EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☐	☒
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☐	☒
(c) Is there the potential to affect an applicable public policy?	☐	☒
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☒	☐
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of 200 or more residential units?	☐	☒
○ Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
○ Directly displace more than 500 residents?	☐	☒
○ Directly displace more than 100 employees?	☐	☒
○ Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
○ **Child Care Centers:** Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Libraries:** Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
○ **Public Schools:** Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Health Care Facilities and Fire/Police Protection:** Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	☐	☒
(b) Is the project located within an under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
○ If "yes," would the proposed project generate more than 50 additional residents or 125 additional employees?	☐	☐
(c) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
○ If "yes," would the proposed project generate more than 350 additional residents or 750 additional employees?	☐	☐
(d) If the project in located an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	☐	☒

	YES	NO
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☒	☐
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☒	☐
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☐	☒
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. The building located at 110 Throop Avenue is eligible for listing on the the New York State Register of Historic Places. This property is located on the southeastern side of Bartlett Street, adjacent to Site C. Construction at Site C will not involve that property and therefore will not affect any architectural or archaeological resources located there.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☐	☒
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
○ If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Form, and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☐	☒
(b) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☒	☐
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	☐	☒
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☒	☐
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☐	☒
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☒	☐
(h) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: The portion of Site C located at Lot 35 was identified as an auto repair shop from at least 1965 through 1989. As such, there is the potential for impacted soil, groundwater, and/or soil vapor quality.	☒	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than the	☐	☐

	YES	NO
amounts listed in Table 13-1 in Chapter 13?		
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☐
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 2,132		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 7,807,677		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☐	☒
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
○ Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☐	☐
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☒	☐
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☒	☐
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☒
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☐	☒
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐

	YES	NO
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☐	☒
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☐	☒
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	☒	☐
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☒	☐
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
o The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
o Closure of a community facility or disruption in its services?	☐	☒
o Activities within 400 feet of a historic or cultural resource?	☒	☐
o Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☒	☐
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.		

20. *APPLICANT'S CERTIFICATION*

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME	DATE
R HOOKER	3/14/2022

SIGNATURE

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

Revised Negative Declaration- Supersedes the Negative Declaration issued on October 8, 2021

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

IMPACT CATEGORY	Potentially Significant Adverse Impact YES	NO
Land Use, Zoning, and Public Policy	☐	☒
Socioeconomic Conditions	☐	☒
Community Facilities and Services	☐	☒
Open Space	☐	☒
Shadows	☐	☒
Historic and Cultural Resources	☐	☒
Urban Design/Visual Resources	☐	☒
Natural Resources	☐	☒
Hazardous Materials	☐	☒
Water and Sewer Infrastructure	☐	☒
Solid Waste and Sanitation Services	☐	☒
Energy	☐	☒
Transportation	☐	☒
Air Quality	☐	☒
Greenhouse Gas Emissions	☐	☒
Noise	☐	☒
Public Health	☐	☒
Neighborhood Character	☐	☒
Construction	☐	☒

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☐ YES ☒ NO

If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

3. Check determination to be issued by the lead agency:

☐ **Positive Declaration**: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.

☒ **Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.

4. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Director, Environmental Planning - HPD	City of New York - Department of Housing Preservation and Development
NAME: Matthew Juliana, AICP	DATE: 04/12/2022
SIGNATURE: Matthew Juliana	

Revised Negative Declaration- Supersedes the Negative Declaration Issued on October 8, 2021

NEGATIVE DECLARATION (Use of this form is optional)

Statement of No Significant Effect

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6 NYCRR, Part 617, State Environmental Quality Review, City of New York - Department of Housing Preservation and Development assumed the role of lead agency for the environmental review of the proposed project. Based on a review of information about the project contained in this environmental assessment statement and any attachments hereto, which are incorporated by reference herein, the lead agency has determined that the proposed project would not have a significant adverse impact on the environment.

Reasons Supporting this Determination

The above determination is based on information contained in this EAS, which finds that the proposed project:

Please see attached Negative Declaration dated April 12, 2022.

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA).

TITLE	LEAD AGENCY
Director, Environmental Planning - HPD	City of New York - Department of Housing Preservation and Development
NAME	DATE
Matthew Juliana, AICP	04/12/2022
SIGNATURE	



Department of
Housing Preservation
& Development
nyc.gov/hpd

ADOLFO CARRION JR
Commissioner

KIM DARGA
Acting Deputy
Commissioner

RONA REODICA
Assistant Commissioner

Office of Development
Division of Building & Land Development
Services
100 Gold Street
New York, N.Y. 10038

April 12, 2022

REVISED NEGATIVE DECLARATION*

*Supersedes the Negative Declaration issued on October 8, 2021

Project Identification

Name/Location:	**Broadway Triangle** 29-31 Bartlett Street (Block 2269, Lot 52) 100 Throop Avenue (Block 2269, Lots 25)
CEQR No.	21HPD027K
SEQRA Classification:	Unlisted

Name and Description of Proposed Action

Broadway Triangle:
Unified Neighborhood Partners (the "Project Sponsor") is seeking construction financing from the New York City Department of Housing Preservation and Development (HPD) (the "Proposed Action") to facilitate the construction of two new affordable housing buildings ("Proposed Project") located at 29-31 Bartlett Street (Block 2269, Lot 52) and 100 Throop Avenue (block 2269, 25) in the South Williamsburg neighborhood of Brooklyn, Community District 1 (the "Project Site"). The proposed project would consist of 169 units of affordable housing with a total of 168,381 gross square feet (gsf) of residential space and 6,730 gsf of commercial space. Additionally, the project will receive funding through HPD's Extremely Low & Low-Income Affordability Program (ELLA). Proposed Project may also receive New York City Resolution "A" funding.

The project site is defined as Block 2269, Lot 52 ("Site A") and Block 2269, Lot 25 ("Site C") in the South Williamsburg neighborhood of Brooklyn, Community District 1. Site A is located on the northwest side of Bartlett Street between Harrison and Throop Avenue. Site C is located on the southwest side of Throop Avenue between Gerry Street and Bartlett Street. The project site would be developed in accordance with the existing R7-A/C2-4 zoning. The proposed project would be constructed in a single phase and is expected to be completed and operational by 2025.

The proposed project would be implemented in conformance with the following provisions in order to ensure that there are no significant adverse environmental impacts. The provisions are as follows:

Hazardous Materials:

In connection with the Broadway Triangle Rezoning (CEQR no. 09HPD019K), and in order to preclude the potential for significant adverse impacts, the project site was mapped

with an (E) Designation for Hazardous Materials (E-238). The proposed project site has been investigated and will be remediated under the Voluntary Cleanup Program (VCP). The (E) Designation must be satisfied through the issuance of a Notice to Proceed (NTP) by the New York City Office of Environmental Remediation (OER) prior to the issuance of any building permits from the Department of Buildings. With implementation of the measures indicated in the NTP, the proposed project would not result in a significant adverse impact to Hazardous Materials.

Air Quality:

The project site was mapped with an (E) Designation (E-238) for Air Quality through the Broadway Triangle Rezoning (CEQR no. 09HPD019K). The (E) Designation must be satisfied through the issuance of a Notice to Proceed (NTP) by the New York City Office of Environmental Remediation (OER) prior to the issuance of any building permits from the Department of Buildings. With implementation of the measures indicated in the NTP, the proposed project would not result in a significant adverse impact to Air Quality.

Statement of No Significant Effect:

Pursuant to the CEQR rules adopted on June 6, 1991, Executive Order 91, HPD has completed its technical review of an Environmental Assessment Statement (EAS) and has determined that the proposed actions will have no significant effect on the quality of the environment.

Supporting Statement:

The measures described above related to hazardous materials and air quality will be implemented as part of the Proposed Development through the Regulatory Agreement between HPD and the project sponsor, Unified Neighborhood Partners.

The EAS is on file with HPD and available for public review. This Negative Declaration has been prepared in accordance with Article 8 of the Environmental Conservation Law 6NYCRR Part 617.

Matthew Juliana

Matthew Juliana, AICP
Director, Environmental Planning
Division of Building and Land Development Services (BLDS)
NYC Department of Housing Preservation and Development

April 12, 2022
Date

BROADWAY TRIANGLE
ENVIRONMENTAL ASSESSMENT STATEMENT

ATTACHMENT A - Project Description

I. INTRODUCTION:

The proposal includes an application by the New York City's Department of Housing Preservation and Development ("HPD"), on behalf of the project sponsor, Unified Neighborhood Partners ("UNP"), for Urban Development Action Area ("UDAA") designation, Urban Development Action Area Project ("UDAAP") approval, and disposition of the City-owned property located at 29-31 Bartlett Street on Block 2269, Lot 52 ("Disposition Area"), as detailed below.

As part of the Broadway Triangle project, the Disposition Area is comprised of Development Site A2 ("Site A2"; 29-31 Bartlett Street; Block 2269, Lot 52). The remaining 9 City-owned lots that are part of the proposed project are clustered in Development Site C ("Site C") located at 100 Throop Avenue on Block 2269, Lots 25, 27, 28, 29, 30, 31, 33, 35, and 36. A tax lot merger for those 9 lots has been approved and, effective 2022, the lots will be collectively identified as Block 2269, Lot 25. Sites A2 and C are non-contiguous and the 9 parcels that make up Site C do not need public approvals as they received UDAA designation and UDAAP approval, and disposition of City-owned property approval in 2009 (C 090416 HAK). The Proposed project, inclusive of parcels A2 and C, consists of 169 units of affordable housing developed across two new buildings with a total of 168,381 gross square feet of residential space, and 6,730 gross square feet of commercial space located in the South Williamsburg neighborhood of Brooklyn, Community District 1. The Proposed Project will be developed under HPD's Extremely Low & Low-Income Affordability Program ("ELLA"). The Proposed Project may also receive New York City Resolution A funding.

The Proposed Project is intended to be developed in two phases. The first phase would consist of Site C, which would begin construction in the first quarter of 2022, and complete construction 24 months later. The second phase would involve Site A2, which would begin construction in the first quarter of 2023, and complete construction 24 months later. The project would be fully built and operational by 2025.

II. EXISTING CONDITIONS:

Project Area

The Project Area is comprised of 10 vacant City-owned tax lots spread across two Sites located in the South Williamsburg neighborhood of Brooklyn, Community District 1 (see Figure 1-2 & Table 1).

Site A2 consists of one tax lot located on the northwest side of Bartlett Street between Harrison and Throop Avenues on Block 2269, Lot 52 with approximately 5,000 sf of lot area. Site A2 is currently vacant and unimproved (see Figure 3-A2). Site A2 has approximately 50 feet of frontage along the northwest side of Bartlett Street and 100 feet of depth, and is zoned R7A/C2-4.



Broadway Triangle EAS

Figure 1

Site Location Map



Broadway Triangle EAS

Figure 2

Tax Map



1



2



3



4



Table 1: Site Locations

Site ID	Address	Block	Lot(s)
A2	29-31 Bartlett Street	2269	52
C	100 Throop Avenue	2269	25, 27, 28, 29, 30, 31, 33, 35, 36

Site C consist of nine tax lots located on Block 2269, Lots 25, 27, 28, 29, 30, 31, 33, 35, and 36, totaling approximately 27,499 sf of lot area. All nine lots are vacant and unimproved (see Figure 3-C). Site C has approximately 125 feet of frontage along the southeast side of Gerry Street, 200 feet of frontage along the southwest side of Throop Avenue, and 150 feet of frontage along the northwest side of Bartlett Street. All lots within Site C are zoned R7A/C2-4.

Surrounding Area

As the Project Area consists of two separate Sites, existing land uses within 400 feet of each cluster are discussed below and shown in Figure 4.

Site A2

Predominant land uses within a 400-foot radius of Site A2 include residential uses, and some institutional, industrial, commercial, and transportation uses, as well as open space and several vacant lots. The majority of buildings within a 400-foot radius are 1 and 2 family houses and mixed use residential and commercial buildings. Bartlett Playground and the United Talmudical Academy are located east of Site A2 between Bartlett Street to the northwest and Whipple Street to the southeast. Beginning with Children Middle School is located one block to the southwest, on the southwest side of Harrison Street and Bais Ruchel High School is located one block northwest, on the northeast side of Harrison Avenue.

Site C

Predominant land uses within a 400-foot radius of Site C include residential uses, and some institutional, industrial, commercial, and transportation uses, as well as open space and several vacant lots. The majority of buildings within a 400-foot radius are multi-family walk-up and multi-family elevator buildings. The elevated rail for the BMT Jamaica Line of the New York City Subway is located one block northeast of Site C. Bartlett Playground and the United Talmudical Academy are located south of Site C between Bartlett Street to the northwest and Whipple Street to the southeast.

There are several NYCT bus routes serving the project area including the B43, B46, and B47.

Zoning

The project sites were originally zoned M1-2, which allows for light industrial, commercial and limited community facility uses and are often considered industrial buffer zones, used in areas where industrial uses are adjacent to residences and other sensitive uses. As a result of zoning amendments made in the



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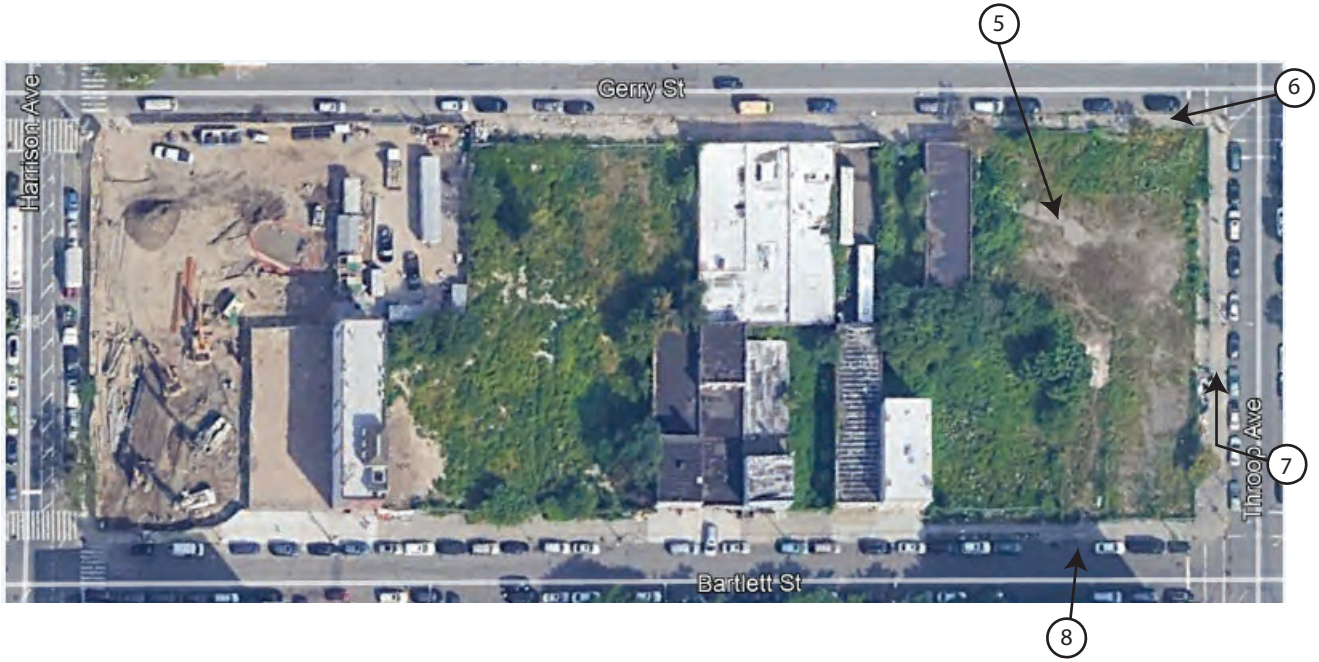
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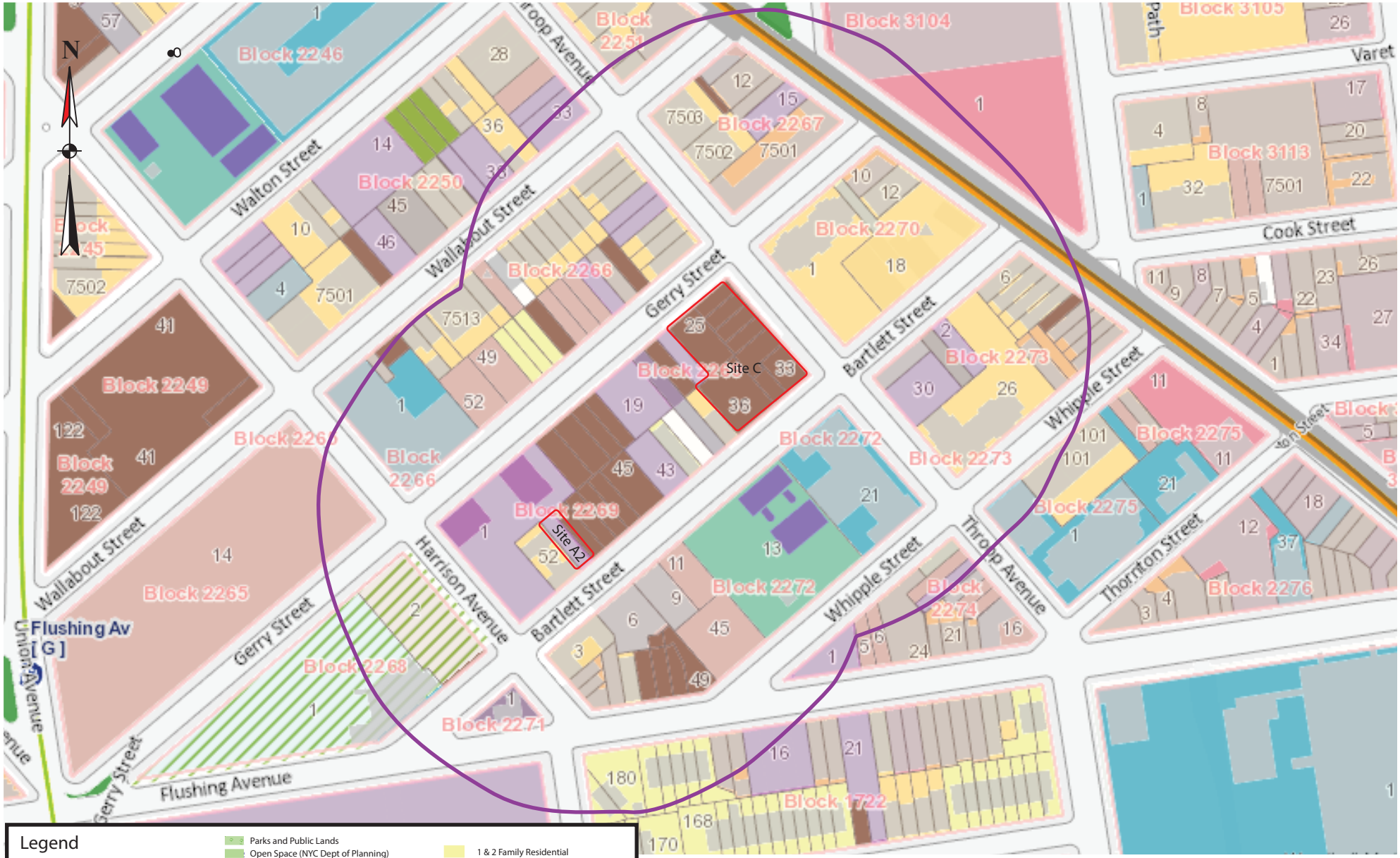


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Broadway Triangle EAS

Figure 4

Land Use Map

2009 Broadway Triangle FEIS, both project sites are now zoned R7A with a C2-4 overlay (Figure 5). These zoning districts are described below.

R7A is a contextual residential district where the Quality Housing bulk regulations are mandatory. These regulations produce high lot coverage, seven- to nine- story apartment buildings, set at or near the street line and designed to blend in with existing buildings in many established neighborhoods. R7A districts are mapped along Prospect Park South and Ocean Parkway in Brooklyn, Jackson Heights in Queens, and in Harlem along the avenues in the East Village in Manhattan.

The floor area ratio (FAR) in R7A districts is 4.0. Above a base height of 40 to 65 feet, or 75 feet if providing a qualifying ground floor, the building must be set back to a depth of 10 feet on a wide street and 15 feet on a narrow street before rising to a maximum height of 80 feet, or 85 feet if providing a qualifying ground floor. In order to preserve the traditional streetscape, the street wall of a new building can be no closer to the street line than any adjacent street wall, but need not be farther than 10 feet. Buildings must have interior amenities for the residents pursuant to the Quality Housing Program. Off-street parking is not allowed in front of a building.

Off-street parking is generally required for 50 percent of a building's dwelling units, but requirements are lower for income-restricted housing units (IRHU) and are further modified in certain areas, such as within the Transit Zone and the Manhattan Core, or for lots 10,000 square feet or less. Off-street parking requirements can be waived if 15 or fewer parking spaces are required.

C2-4 districts are commercial overlays mapped within residence districts. Mapped along streets that serve local retail needs, they are found extensively throughout the city's lower- and medium-density areas and occasionally in higher-density districts.

Typical retail uses include neighborhood grocery stores, restaurants and beauty parlors. C2 districts permit a slightly wider range of uses, such as funeral homes and repair services. In mixed buildings, commercial uses are limited to one or two floors and must always be located below the residential use. When mapped in R6 through R10 districts, the maximum commercial FAR is 2.0. Commercial buildings are subject to commercial bulk rules.

Overlay districts differ from other commercial districts in that residential bulk is governed by the residence district within which the overlay is mapped. All other commercial districts that permit residential use are assigned a specific residential district equivalent. Unless otherwise indicated on the zoning maps, the depth of overlay districts ranges from 100 to 200 feet.

III. Proposed Actions

The Proposed Project involves an application by HPD, on behalf of the project sponsor, UNP, for UDAA designation, UDAA approval, and disposition of the City-owned property located at 29-31 Bartlett Street on Block 2269, Lot 52 ("Disposition Area"). As part of the Broadway Triangle project the remaining 9 City-owned lots (Site C) will not need public approvals as they received UDAA designation and UDAAP approval, and disposition of City-owned property approval in 2009 (C 090416 HAK).

Approval of the proposed actions will facilitate the development of the proposed project consisting of 169 units of affordable housing developed across two new buildings with a total of 168,381 gross square feet of residential space, and 6,730 gross square feet of commercial space located in the South Williamsburg

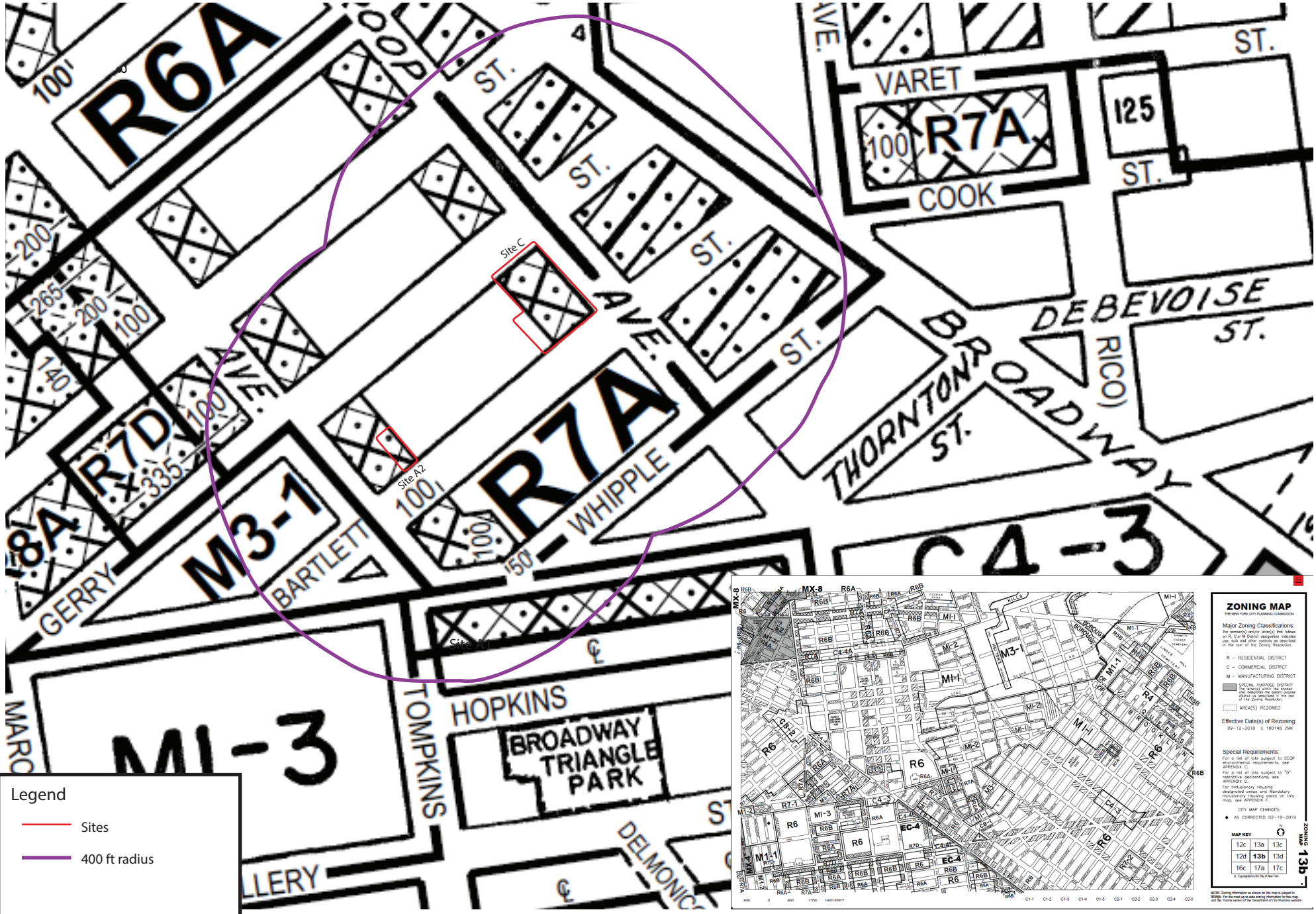


Figure 5

Broadway Triangle EAS

Zoning Map

neighborhood of Brooklyn, Community District 1. The Broadway Triangle project will be developed under HPD's Extremely Low & Low-Income Affordability Program ("ELLA"), and may also receive New York City Resolution A funding.

The proposed development for each Site is described in detail below.

Site A2 would be developed with a 9-story building with approximately 29 affordable dwelling units and approximately 27,890 gross square feet of residential space. The proposed building is expected to contain 7 studios, 14 one-bedrooms, and 8 two-bedrooms. The building would be built in conformance with the existing R7-A/C2-4 zoning district and would utilize the IH program and FAR bonus.

Site C would be developed with one 8-story building with approximately 140 affordable dwelling units with approximately 140,491 gross square feet of residential space and 6,730 gross square feet of commercial space. The proposed building is expected to contain 27 studios, 61 one-bedrooms, 15 two-bedrooms, 19 three-bedrooms, and 18 four-bedrooms. The proposed project would be built in conformance with the existing R7-A/C2-4 zoning district.

IV. Purpose and Need for the Proposed Action

The project sponsor intends for the proposed project to create opportunities for new affordable housing development on vacant lots and in an area where a strong demand for affordable housing exists. The proposed project would bring further redevelopment and improvement to the neighborhood, while also providing affordable housing to longtime existing residents and their families.

V. Analysis Framework

In order to assess the potential effects of the proposed project, the "Future without the Proposed Action (No-Action condition)" and "Future with the Proposed Action (With-Action Condition)" are analyzed for an analysis year, or "Build Year" of 2025. The future With-Action condition identifies the amount, type, and location of development that is expected to occur by 2025 as a result of the proposed action. The future No-Action condition identifies similar development projections for 2025 absent the proposed action. The incremental difference between the With-Action and the No-Action conditions serve as the basis for impact analysis.

VI. Future without the Proposed Action (No-Action Condition)

In the 2025 Future without the Proposed Action, it is expected that the project sites would be developed in accordance with the 2009 Broadway Triangle EIS (09HPD019K) Reasonable Worst Case Scenario (RWCDS). Under the 2009 RWCDS, Site A2 would be developed with 23,000 gsf of residential space containing 20 dwelling units and Site C would be developed with 95,247 gsf of residential space containing 97 dwelling units for a total of 118,247 gsf of residential space and 117 dwelling units across both sites.

VII. Future with the Proposed Action (With-Action Condition)

The proposed action would facilitate the development of two residential buildings that would include a total of 169 units of affordable housing with a total of 168,381 gross square feet of residential space, and over 6,730 gross square feet of community facility space. Construction is expected to take approximately 36 months (24 months for each site with 12 months of overlap) and would be completed by 2025. The net

incremental increases over the 2009 RWCDS of 52 dwelling units, 50,134 gsf of residential space, and 6,730 gsf of commercial space will represent the basis for environmental analyses in this EAS.

VIII. Required Approvals

The Disposition Area (Site A2) will require UDAA designation, disposition approval and disposition of a City-owned site approval. The remaining 9 City-owned lots that are part of the project are clustered in Site C and will not need public approvals as they received UDAA designation and UDAAP approval, and disposition of City-owned property approval in 2009 (C 090416 HAK).

BROADWAY TRIANGLE
ENVIRONMENTAL ASSESSMENT STATEMENT

ATTACHMENT B – SUPPLEMENTAL SCREENING

Table B-1: Summary of CEQR Technical Areas Screening 1

CEQR TECHNICAL AREA	SCREENED OUT PER EAS FORM	SCREENED OUT PER SUPPLEMENTAL SCREENING	ANALYSIS REQUIRED
Land Use, Zoning & Public Policy	X		
Socioeconomic Conditions	X		
Community Facilities	X		
Open Space	X		
Shadows			X
Historic and Cultural Resources	X		
Urban Design & Visual Resources	X		
Natural Resources	X		
Hazardous Materials		X	
Water & Sewer Infrastructure	X		
Energy	X		
Transportation - Traffic and Parking - Transit - Pedestrians	X		
Air Quality - Mobile Sources - Stationary Sources		X	
Greenhouse Gas Emissions	X		
Noise		X	
Public Health	X		
Neighborhood Character	X		
Construction		X	

I. HAZARDOUS MATERIALS

Introduction

The *CEQR Technical Manual* defines hazardous materials as substances that pose a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semi volatile organic compounds (VOCs, including petroleum constituents and chlorinated solvents, and SVOCs), methane, polychlorinated biphenyls (PCBs), and hazardous wastes (defined as substances that are chemically active, ignitable, corrosive, or toxic). The potential for significant impacts

from hazardous materials occurs when hazardous materials exist on a site and an action would increase pathways to their exposure to humans and the environment, or an action would introduce new activities or processes using hazardous materials. Potential routes of exposure to hazardous materials can include: direct contact, *e.g.,* contact between contaminated soil and skin (dermal contact); breathing of VOCs or chemicals associated with suspended soil particles (inhalation), swallowing of soil or water (ingestion). Public health may also be threatened when soil vapors migrate through the subsurface and/or along preferential pathways (*e.g.,* building foundations, utility conduits, or ductwork) and accumulate beneath a concrete slab or inside a basement, resulting in an explosive, oxygen-deficient, or hazardous atmosphere.

Methodology

In accordance with *CEQR Technical Manual* guidelines, Phase I Environmental Site Assessments (ESA) were performed on Development Sites A2 and C. Typically, a Phase I ESA is conducted to provide a qualitative evaluation of environmental conditions within a particular project area.
The Phase I ESA was prepared in accordance with the ASTM Practice E1527-13.

The purpose of the Phase 1 ESA was to identify the presence or likely presence, use, or release on the Phase I Site of hazardous substances or petroleum products as defined in ASTM E 1527-13 a Recognized Environmental Condition (REC).
The specific scope of the Phase I ESAs included the following:

- Visual inspection of the Phase I Sites;
- A review of regulatory records and documents; and
- A review of historical records and documents performed in accordance with ASTM E 1527-13

Phase I ESA Findings

The Phase I ESA for Site C revealed that Lot 35 of the subject property was historically used as an automotive repair shop. Potential impacts from that historical use are a considered a REC. In addition, in connection with the Broadway Triangle Rezoning (CEQR no. 09HPD019K), and in order to preclude the potential for significant adverse impacts, the project site was mapped with an (E) Designation for Hazardous Materials (E-238). The proposed project site has been investigated and will be remediated under the Voluntary Cleanup Program (VCP). The (E) Designation must be satisfied through the issuance of a Notice to Proceed (NTP) by the New York City Office of Environmental Remediation (OER) prior to the issuance of any building permits from the Department of Buildings. With implementation of the measures indicated in the NTP, the proposed project would not result in a significant adverse impact to Hazardous Materials.

The Phase I ESAs for Site A2 did not identify any recognized environmental conditions (REC) in connection with the subject property.

II. Air Quality

Introduction

Under CEQR, an air quality analysis determines whether a proposed project would result in stationary or mobile sources of pollutant emissions that could have a significant adverse impact on ambient air

quality, and considers the potential of existing sources of air pollutant emissions to impact the proposed uses. In determining whether an air quality assessment is appropriate, reference was made to Table 17-2 – Potential Pollutants of Concern for Typical Kinds of Projects or Uses Surrounding Those Projects. Potential issues of concern for office, retail, mixed-use or residential buildings near elevated highways/bridges are carbon monoxide and particulate matter. Air quality can be affected by mobile sources (pollutants produced by motor vehicles), and by stationary sources (pollutants produced by fixed facilities). According to the *CEQR Technical Manual*, an air quality assessment should be carried out for actions that can result in either significant adverse mobile source or stationary source air quality impacts. Further preliminary screening/analysis is provided below.

Assessment

No-Action Condition

In the 2025 Future without the Proposed Action, it is expected that the project sites would be developed in accordance with the 2009 Broadway Triangle EIS (09HPD019K) Reasonable Worst Case Scenario. Under the 2009 RWCDS, Site A2 would be developed with 23,000 gsf of residential space and Site C would be developed with 95,247 gsf of residential space. The height of the buildings planned at these sites was not specified, but as per the 2009 RWCDS, air quality at the sites under the No-Action Condition poses no significant impact to sensitive receptors of concern.

With-Action Condition

Site A will be developed with one 9-story (98' 10" tall) building with 27,890 gross square feet of residential space and Site C will be developed with one 8-story (95' tall) building with 140,491 gsf of residential space and 6,730 gsf of commercial space. Both properties are subject to an E-Designation (E-238) for air quality. For Site A2 the E-Designation requires that the building "must use natural gas as the type of fuel source for space heating and hot water systems, with no distance restrictions." For Site C the E-Designation requires that the building "must use fuel oil number 2 as the type of fuel for space heating and hot water systems, with distance restrictions, or natural gas with no distance restrictions." The (E) Designation must be satisfied through the issuance of a Notice to Proceed (NTP) by the New York City Office of Environmental Remediation (OER) prior to the issuance of any building permits from the Department of Buildings. With implementation of the measures indicated in the NTP, the proposed project would not result in a significant adverse impact to Air Quality. No further analysis of stationary sources is required. Air quality at the site under the With-Action Condition poses no significant impact to sensitive receptors of concern.

III. Noise

Introduction

According to the *CEQR Technical Manual*, the goal of a CEQR noise assessment is to determine both a proposed project's potential effects on sensitive noise receptors, including the effects on the level of noise inside residential, commercial, and institutional facilities (if applicable), and at open spaces; and the effects of ambient noise levels on new sensitive uses introduced by a proposed project. If significant adverse impacts are identified, CEQR requires such impacts to be mitigated or avoided to the greatest extent practicable.

Assessment

No-Action Condition

In the 2025 Future without the Proposed Action, it is expected that the project sites would be developed in accordance with the 2009 Broadway Triangle EIS (09HPD019K) Reasonable Worst Case Scenario. Under the 2009 RWCDS, Site A2 would be developed with 23,000 gsf (29 units) of residential space and Site C would be developed with 95,247 gsf (140 units) of residential space.

As such, noise at the site under the No-Action Condition would also introduce two new sensitive noise receptors in the form of two residential buildings that could potentially be impacted by ambient noise levels. A noise study that was performed as a part of the 2009 Broadway Triangle EIS determined that project sites in the area of noise monitoring site 5 (located at 47 Bartlett Street, the closest monitoring site to Sites A2 and C) would not require any window-wall attenuation beyond that achieved by normal construction. As such, under the No-Action Condition construction of two new sensitive noise receptors would result with no additional window-wall attenuation and no alternate means of ventilation provided.

With-Action Condition

The proposed With-Action condition would introduce two new sensitive noise receptors in the form of the two new residential buildings. Site A2 will be developed with a 9-story building with approximately 29 affordable dwelling units and approximately 27,890 gross square feet of residential space.

Site C will be developed with one 8-story building with approximately 140 affordable dwelling units with approximately 140,491 gross square feet of residential space and 6,730 gross square feet of commercial space.

A GBTS Ambient Noise Study Report, dated July 2021, describes the collection of noise data per CEQR Technical Manual (2020) protocols. Results of the noise studies for Sites A2 and C documented noise levels during peak traffic periods below 65 dB(A). These data fall into the Marginally Acceptable General External Exposure category and are consistent with the 2009 FEIS. No noise attenuation measures beyond what is achieved through normal construction would be required at either site under the With-Action Condition. A copy of the July 2021 Ambient Noise Study is included as Appendix A.

IV. Construction

Introduction

According to the CEQR Technical Manual, construction activities, although temporary, may sometimes result in significant adverse impacts. Construction duration, a critical measure to determine a project's potential for adverse impacts, is categorized as short-term (less than 24 months) and long-term (24 months or more). For construction activities not related to in-ground disturbance, short-term construction generally does not warrant a detailed construction analysis. However, consideration of several factors – including the location and setting of the project in relation to surrounding uses, and the

intensity of construction activities – may indicate that a project's construction activities, even if short-term, warrant analysis in additional areas such as transportation, hazardous materials, historic and cultural resources, noise, and air quality.

As discussed in Attachment A, "Project Description," approval of the Proposed Action would facilitate the development of 169 units of affordable housing developed across two new buildings with a total of 168,381 gross square feet of residential space and 6,730 gross square feet of commercial space. Construction is anticipated to last more than two years; therefore, a construction assessment is warranted.

Project Area

The Project Area is comprised of 10 vacant City-owned tax lots clustered across two nonadjacent Sites (A2 and C) located in the South Williamsburg neighborhood of Brooklyn.

Methodology

As per the 2020 CEQR Technical Manual, a project's construction activities may affect a number of technical areas analyzed for the operational period, such as air quality, noise, and traffic; therefore, a construction assessment relies to a significant extent on the methodologies and resulting information gathered in the analyses of these technical areas. As such, the construction analysis is broken down into applicable analysis areas.

Assessment

No-Action Condition

In the 2025 Future without the Proposed Action, it is expected that the project sites would be developed in accordance with the 2009 Broadway Triangle EIS (09HPD019K) Reasonable Worst Case Scenario. Under the 2009 RWCDS, Site A2 would be developed with 23,000 gsf of residential space and Site C would be developed with 95,247 gsf of residential space. The duration of construction activities for each site was not specified in the RWCDS. As such, for conservative analysis purposes, the construction analysis will not take into account the No-Action Condition.

With-Action Condition

Site A will be developed with one 9-story (98' 10" tall) building with 27,890 gross square feet of residential space and Site C will be developed with one 8-story (95' tall) building with 140,491 gsf of residential space and 6,730 gsf of commercial space.

Construction activities at each individual site would last approximately 24 months, but construction timelines would overlap such that construction would last more than two years overall (see Appendix B).

General Construction Practices

Hours of Work

Construction activities will adhere to New York City laws and regulations, which generally permit construction work to begin at 7:00 AM on weekdays, with workers arriving to prepare work areas between 6:00 AM and 7:00 AM. Construction activities would typically cease around 3:30 PM, but on occasion can be extended to finish specific tasks, such as finishing a concrete pour of a floor deck. In the case of an extended workday, construction activities would continue until about 6:00 PM and would only include the workers involved in the task requiring additional work time. Occasionally, Saturday or overtime hours may be required to complete time-sensitive tasks. A permit from DOB and approval of a noise mitigation plan from the NYC Department of Environmental Protection (DEP) may be required for weekend work. The New York City Noise Control Code limits construction to weekdays between the hours of 7:00 AM and 6:00 PM and sets noise limits for specific pieces of construction equipment. Construction activities occurring after hours may be permitted only to accommodate: (i) emergency conditions; (ii) public safety; (iii) construction projects by or on behalf of city agencies; (iv) construction activities with minimal noise impacts; and (v) undue hardship resulting from unique site characteristics, unforeseen conditions, scheduling conflicts, and/or financial considerations. Similar to an extended workday during the week, only the workers and equipment needed to complete the specific task during weekend work are required. The typical weekend workday would be on Saturday from 7:00 AM to 5:00 PM, and the level of activity for any weekend work would be less than a normal workday.

Sidewalk Lanes and Closures

Traffic lanes and sidewalks would be closed or protected during the construction period at varying lengths of time. The Office of Construction Mitigation and Coordination (OCMC) within NYCDOT reviews and approves all Maintenance and Protection of Traffic (MPT) plans, which identify any planned sidewalk or lane closures and staging for all construction activities. Additionally, coordination with NYCDOT would be necessary to determine the appropriate measures to ensure pedestrian safety surrounding the Project Area. Depending on the stage of construction, truck movements would generally occur between 6:00 AM and 3:00 PM. No rerouting of traffic is anticipated during construction activities and all moving lanes on streets are expected to be available to traffic at all times. Due to construction activities, there may be temporary closing of some street lanes, on-street parking, or sidewalks, but pedestrian circulation and access would be maintained through the use of a temporary sidewalk or be diverted to walk on the opposite side of the street. Additionally, the use of sidewalk enclosures or sidewalk bridges may be implemented.

Deliveries and Access

The construction site would be fenced off and access would be limited to construction-related activities. Both workers and trucks that are not needed on the construction site would not be granted entry. Additionally, aside from the required workers on site, both security guards and flaggers may be posted as necessary. Security guards may patrol the Project Area after hours and over the weekends to deter unauthorized access. Access points to construction areas would be locked and closed after hours.

Material deliveries to the Project Area would be controlled and scheduled, with both workers and trucks required to pass through security points. Flaggers may be posted at each of the entry gates to assist delivery schedules and provide traffic aid when trucks enter and exit the on-street traffic streams.

Construction Sequencing

The Proposed Project is limited to the Development Sites and would be developed in two phases over a 36-month period, with each of the sites (A2 and C) taking 24-months each and overlapping at certain points. The first phase would consist of Site C, which would begin construction in the first quarter of 2022, and complete construction 24 months later. The second phase would involve Site A2, which would begin construction in the first quarter of 2023, and complete construction 24 months later. The project would be fully built and operational by 2025.

For each individual site, the construction schedule anticipates activities related to excavation, earthwork and foundations to occur over an approximately 9 month period for each project, immediately followed by construction of the superstructure, envelope, and façade, which would also occur over a 9 month period. Lastly, the interior and fit-out activities would occur over a 9 month period and would begin in month six of the superstructure, envelope, and façade stage, overlapping for approximately 3 months.

Preliminary Screening Assessments

<u>Effects of Construction on Traffic</u>

The Proposed Action would result in new development on the projected development site, which would replace existing uses on the site. During construction, vehicle trips from workers traveling to and from the construction site would be generated, and from the movement of materials and equipment.

The infrastructure of New York City is comprised of physical systems that support the population, including water supply, wastewater, sanitation, energy, roadways, bridges, tunnels, and public transportation. This section covers only the effect of the Proposed Action on traffic operations. Given typical construction hours of 7:00 AM to 3:30 PM, worker trips would be concentrated in off-peak hours typically before both the AM and PM peak commuter periods. Truck movements typically would be spread throughout the day on weekdays and would generally occur between the hours of 7:00 AM and 4:30 PM. Traffic generated by construction workers traveling to and from their work sites and construction truck traffic would not represent a substantial increment during the area's peak travel periods.

Construction activities may result in short-term disruption of both traffic and pedestrian movements at the development sites. This would occur primarily due to the temporary loss of curbside lanes from the staging of equipment and the movement of materials to and from the site. Additionally, construction would at times result in the temporary closing of sidewalks adjacent to the site. During construction of the proposed project, Maintenance and Protection of Traffic plans would be developed for any curb-lane and/or sidewalk closures that may be required. Approval of these plans and implementation of all temporary closures during construction would be coordinated with NYCDOT's Office of Construction

Mitigation and Coordination (OCMC). Through implementation of the measures described above, adverse effects associated with the proposed construction activities would be minimized. Accordingly, the proposed project would not result in significant adverse impacts during construction, and no further analysis of the effects of construction on traffic is required.

Effect of Construction on Air Quality

Possible impacts on local air quality during construction induced by the Proposed Action include fugitive dust (particulate) emission from land clearing operations, as well as mobile source emissions (hydrocarbons, nitrogen oxide, and carbon monoxide) generated by construction equipment and vehicles. Fugitive dust emissions from land clearing operations can occur from excavation, hauling, dumping, spreading, grading, compaction, wind erosion, and traffic over unpaved areas. Actual quantities of emissions depend on the extent and nature of the clearing operations, the type of equipment employed, the physical characteristics of the underlying soil, the speed at which construction vehicles are operated, and the type of fugitive dust control methods employed. Much of the fugitive dust generated by construction activities should be of a short-term duration and relatively contained within a proposed site, not significantly impacting nearby buildings or residents. All appropriate fugitive dust control measures – including watering of exposed areas and dust covers for trucks – would be employed during construction of the development sites. Therefore, the fugitive source emissions generated by the Proposed Action would not be significant. Mobile source emissions may result from the operation of construction equipment, trucks delivering materials and removing debris, workers' private vehicles, or occasional disruptions in traffic near the construction site. As the number of construction-related vehicle trips generated by the Proposed Action would be relatively small and the emissions from such vehicles as well as construction equipment would be spread out over a 36-month period, the mobile source emissions generated by the Proposed Action would not be significant. Overall, the Proposed Action would not have the potential to result in significant adverse air quality impacts.

Effect of Construction on Noise

Noise and vibration from construction equipment operation and noise from construction workers' vehicles and delivery vehicles traveling to and from the construction sites can affect community noise levels. The level of impact of these noise sources depends on the noise characteristics of the equipment and activities involved the construction schedule, and the location of potentially sensitive noise receptors. Noise and vibration levels at a given location are dependent on the kind and number of pieces of construction equipment being operated, as well as the distance of the location from the construction site and the types of structures, if any, between the location and the noise source. Noise levels caused by construction activities can vary widely, depending on the phase of construction (e.g. land clearing and excavation, foundation, erection of structure, construction of exterior walls) and the specific task being undertaken. Construction noise associated with the Proposed Action is expected to be similar to noise generated by other residential construction projects in the city. Increased noise level caused by construction activities can be expected to be more significant during early excavation phases of construction and would be of relatively short duration. Increases in noise levels caused by delivery trucks and other construction vehicles would not be significant. Construction noise is regulated by the

New York City Noise Control Code and by Environmental Protection Agency noise emission standards for construction equipment. These local and federal requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise emissions standards; that, except under exceptional circumstances, construction activities be limited to weekdays between the hours of 7:00 AM and 6:00 PM; and that construction material be handled and transported in such a manner as not to create unnecessary noise. Whenever possible, appropriate low noise emission level equipment and operational procedures can be utilized to minimize noise and its effect on adjacent uses.

Thus, while there may be short periods of time when noise is greater than the Noise Control Code, these regulations would be followed in such a matter that no significant adverse noise impacts would be expected to result from the Proposed Action.

Effect of Construction on Historic Resources

In order to determine whether the projected development has the potential to affect nearby off-site historic or architectural resources, the study area was screened for historic and architectural resources. The building located at 110 Throop Avenue is eligible for listing on the New York State Register of Historic Places. This property is located on the southeastern side of Bartlett Street, adjacent to Site C. Construction at Site C will not involve that property and therefore will not affect any architectural or archaeological resources located there. Therefore, adverse construction-related impacts are not expected to any historic resource in the vicinity of the Project Sites.

Effect of Construction on Hazardous Materials

The Proposed Action would result in new development in the area. As such, a hazardous materials assessment was undertaken, as presented Section V of this EAS. As discussed in the section, all contaminants and contaminated materials are expected to be removed or remediated within the NYSDEC BCP and no significant adverse impacts are expected.

Conclusion

Based on the above qualitative construction analysis, and detailed analyses in the preceding technical sections, construction-related activities are not expected to have any significant adverse impacts on traffic, air quality, noise, historic resources, or hazardous materials conditions as a result of the Proposed Action.

BROADWAY TRIANGLE
ENVIRONMENTAL ASSESSMENT STATEMENT

ATTACHMENT C – SHADOWS

Introduction

Sunlight-sensitive resources can include parks, playgrounds, gardens, and other publicly accessible open spaces; sunlight dependent architectural features of historic resources; and important natural features such as water bodies. The detailed analysis concluded that the proposed project would not result in any shadows on sunlight-sensitive resources, at any time of year.

Definitions

Incremental shadow is the additional, or new, shadow that a structure resulting from a proposed action would cast on a sunlight-sensitive resource. Sunlight-sensitive resources are those resources that depend on sunlight or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity. Such resources generally include:

- Public open space (e.g., parks, beaches, playgrounds, plazas, schoolyards, greenways, landscaped medians with seating).
- Planted areas within unused portions of roadbeds that are part of the Greenstreets program are also considered sunlight-sensitive resources.
- Features of architectural resources that depend on sunlight for their enjoyment by the public. Only the sunlight-sensitive features need be considered, as opposed to the entire resource. Such sunlight-sensitive features might include: design elements that depend on the contrast between light and dark (e.g., recessed balconies, arcades, deep window reveals); elaborate, highly carved ornamentation; stained glass windows; historic landscapes and scenic landmarks; and features for which the effect of direct sunlight is described as playing a significant role in the structure's importance as a historic landmark.
- Natural resources where the introduction of shadows could alter the resource's condition or microclimate. Such resources could include surface water bodies, wetlands, or designated resources such as coastal fish and wildlife habitats.

Non-sunlight-sensitive resources include, for the purposes of CEQR:

- City streets and sidewalks (except Greenstreets).
- Private open space (e.g., front and back yards, stoops, vacant lots, and any private, non-publicly accessible open space).

A significant adverse shadow impact occurs when the incremental shadow added by a proposed project falls on a sunlight-sensitive resource and substantially reduces or completely eliminates direct sunlight, thereby significantly altering the public's use of the resource or threatening the viability of vegetation or other resources. Each case must be considered on its own merits based on the extent and duration of new shadow and an analysis of the resource's sensitivity to reduced sunlight.

Methodology

First, a preliminary screening assessment must be conducted to ascertain whether a project's shadow could reach any sunlight-sensitive resources at any time of year. The preliminary screening assessment consists of three tiers of analysis. The first tier determines a simple radius around the proposed building representing the longest shadow that could be cast. If there are sunlight-sensitive resources within this radius, the analysis proceeds to the second tier, which reduces the area that could be affected by project shadow by accounting for the fact that shadows can never be cast between a certain range of angles south of the project site due to the path of the sun through the sky at the latitude of New York City. In New York City, this area lies between - 108 and +108 degrees from true north. If the second tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a third tier of screening analysis further refines the area that could be reached by project shadow by looking at specific representative days of the year and determining the maximum extent of shadow over the course of each representative day. If the third tier of analysis does not eliminate the possibility of new shadows on sunlight sensitive resources, a detailed shadow analysis is required to determine the extent and duration of the incremental shadow resulting from the project. The detailed analysis provides the data needed to assess the shadow impacts. The effects of the new shadows on the sunlight-sensitive resources are described, and their degree of significance is considered. The results of the analysis and assessment are documented with graphics, a table of incremental shadow durations, and narrative text.

Assessment

No-Action Condition

In the 2025 Future without the Proposed Action, it is expected that the project sites would be developed in accordance with the 2009 Broadway Triangle EIS (09HPD019K) Reasonable Worst Case Scenario (RWCDS). Under the 2009 RWCDS, Site A2 would be developed with 23,000 gsf of residential space and Site C would be developed with 95,247 gsf of residential space. For conservative analysis purposes, the shadows assessment does not consider a No Action Condition.

With-Action Condition

Site A will be developed with one 9-story (98' 10" tall) building with 27,890 gross square feet of residential space and Site C will be developed with one 8-story (95' tall) building with 140,491 gsf of residential space and 6,730 gsf of commercial space.

Preliminary Screening Assessment

The location of the proposed project and the surrounding street layout were examined in coordination with the land use and historic resources sections of this EAS in order to identify potentially sunlight-sensitive resources.

Tier 1 Screening Assessment

For the Tier 1 assessment, the longest shadow that the proposed structure could cast is calculated, and, using this length as the radius, a perimeter is drawn around the project site. Anything outside this perimeter could never be affected by project-generated shadow, while anything inside the perimeter needs additional assessment. According to the *CEQR Technical Manual*, the longest shadow that a

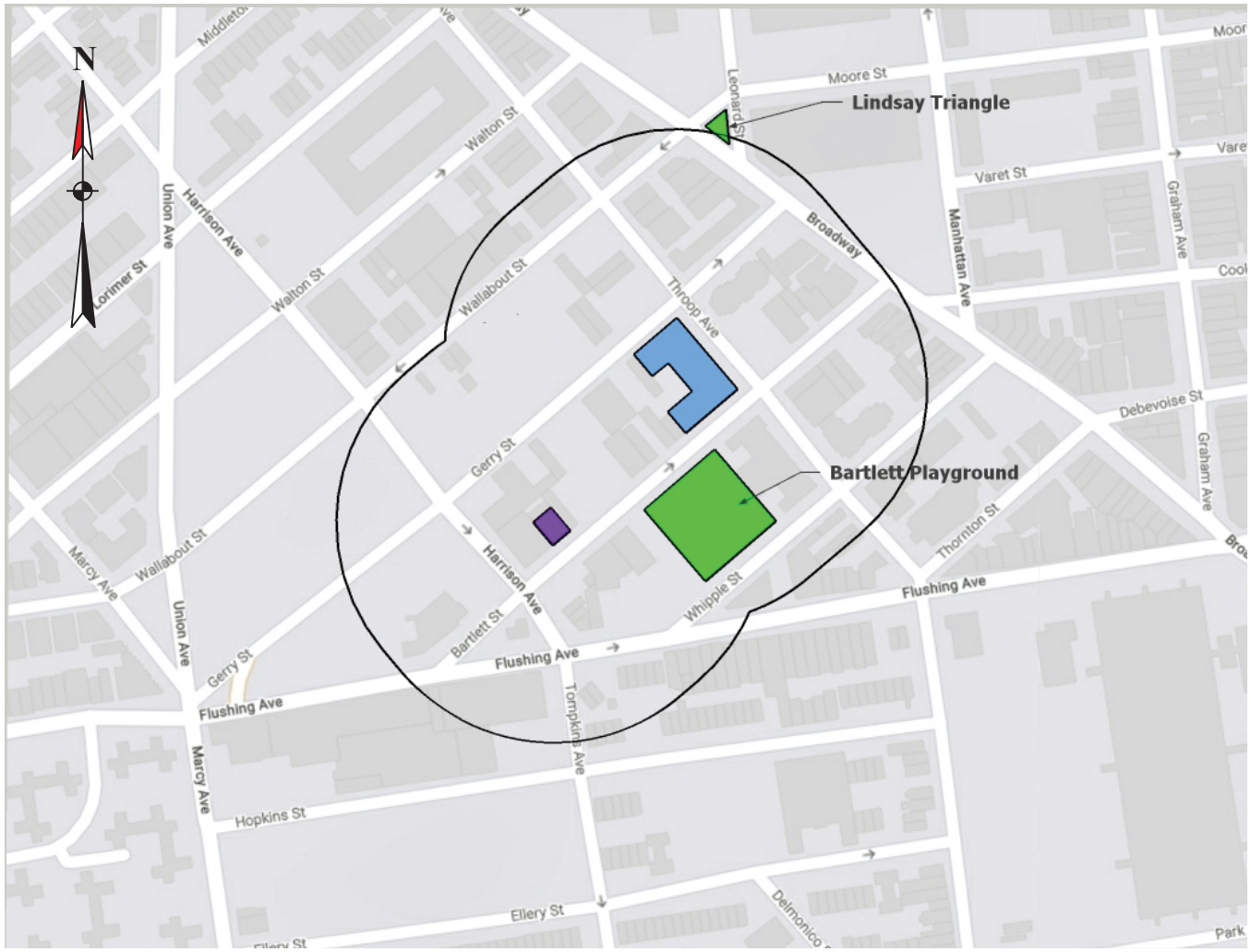
structure can cast at the latitude of New York City occurs on December 21, the winter solstice, at the start of the analysis day at 8:51 AM, and is equal to 4.3 times the height of the structure. Therefore, at a maximum height of 98' 10" feet above curb level, the proposed building at Site A2 could cast shadows up to 425 feet in length (98' 10" x 4.3).For Site C, at a maximum height of 95' feet above curb level, the proposed building could cast shadows up to 408.5 feet in length (95' x 4.3).Using these lengths as the radius, a perimeter was drawn around the project sites (Figure C-1). Two light sensitive receptors are present within that radius. These are Lindsay Triangle and Bartlett Playground. To determine whether shadows from the proposed project would impact these light sensitive receptors, a Tier 2 Screening Assessment is required.

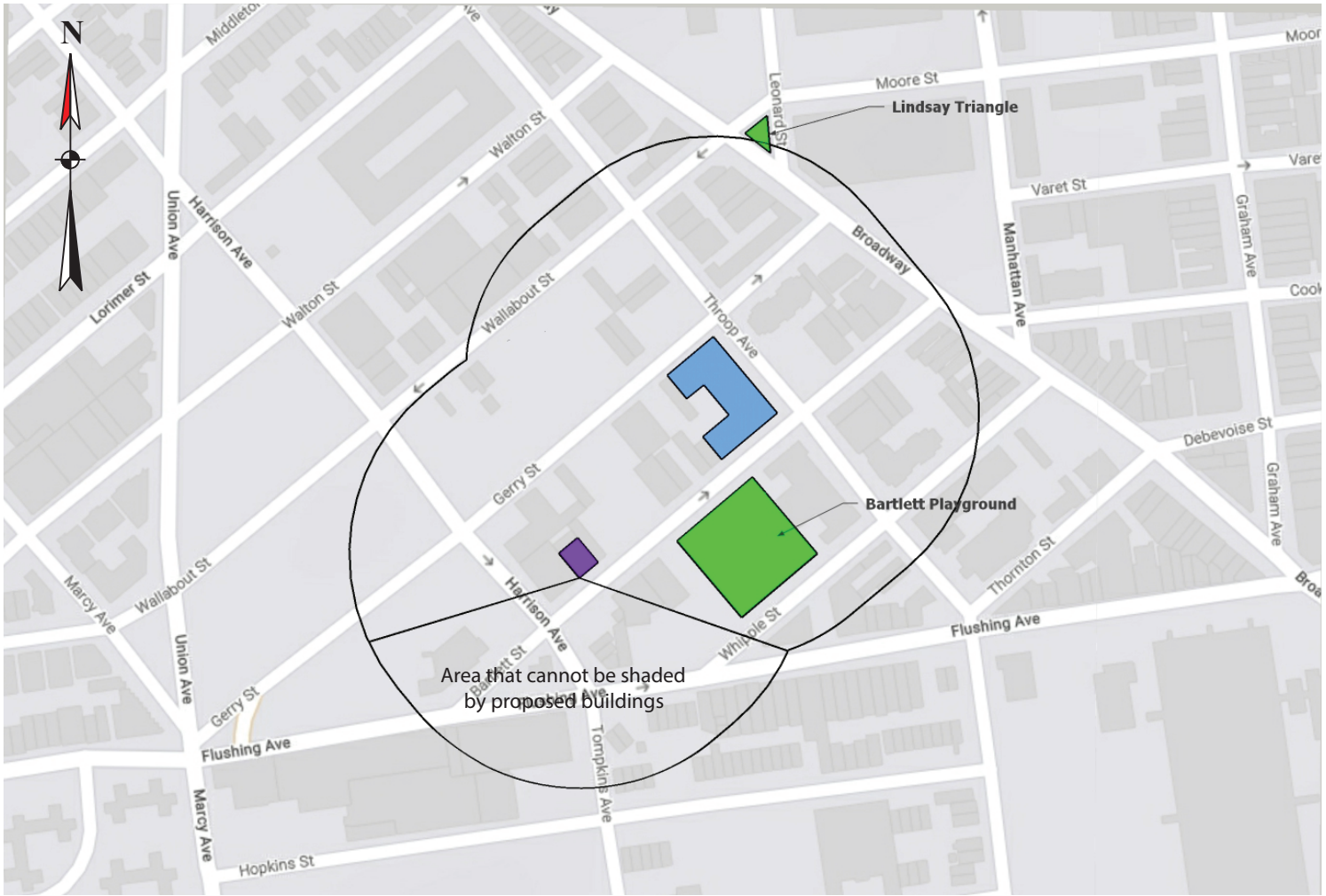
Tier 2 Screening Assessment

Tier 1 analysis has determined that the action's shadow length has the potential to impact Lindsay Triangle and Bartlett Playground. Additional analysis is required to determine the angle of the action's shadow in relation to true north and whether the shadow will actually fall on any of the parks at any time of year. As the Tier 2 Analysis Map (Figure C-2) indicates, the shadow angles of the proposed action have the potential to fall on both Bartlett Playground and Lindsay Triangle. Bartlett Playground is located between Throop Avenue and Flushing Avenue and is bordered by Bartlett Street to the northwest and Whipple Street to the southeast. It sits opposite Bartlett Street from Site C. This playground features basketball courts, handball courts, and fitness equipment. Lindsay Triangle is located approximately 390 feet north of Site C and is bounded by Leonard Street to the east, Wallabout Street to the northwest, and Broadway to the southeast. This park is a small paved plaza featuring seating and several trees that provide shade for pedestrians. To determine whether shadows from the proposed project would impact either of these locations, a Tier 3 Screening Assessment is required.

Tier 3 Screening Assessment

The results of the Tier 3 screening assessment for the action's shadows show that no shadows from the proposed buildings could reach Lindsay Triangle on any of the analysis days. The Tier 3 screening assessment also shows that, in the absence of intervening buildings, shadows from the building at Site A2 would reach Bartlett Playground on the March 21, May 6 and June 21 analysis days. Results are summarized in Table 1, below, and Figures C-3A through C-6B, attached.


N
Lindsay Triangle
Bartlett Playground
Moore St
Varet St
Walton St
Wallabout St
Throop Ave
Gerry St
Harrison Ave
Union Ave
Lorimer St
Broadway
Manhattan Ave
Graham Ave
Debevoise St
Thornton St
Whipple St
Flushing Ave
Bartlett St
Tompkins Ave
Marcy Ave
Hopkins St
Ellery St
A2
C
open space

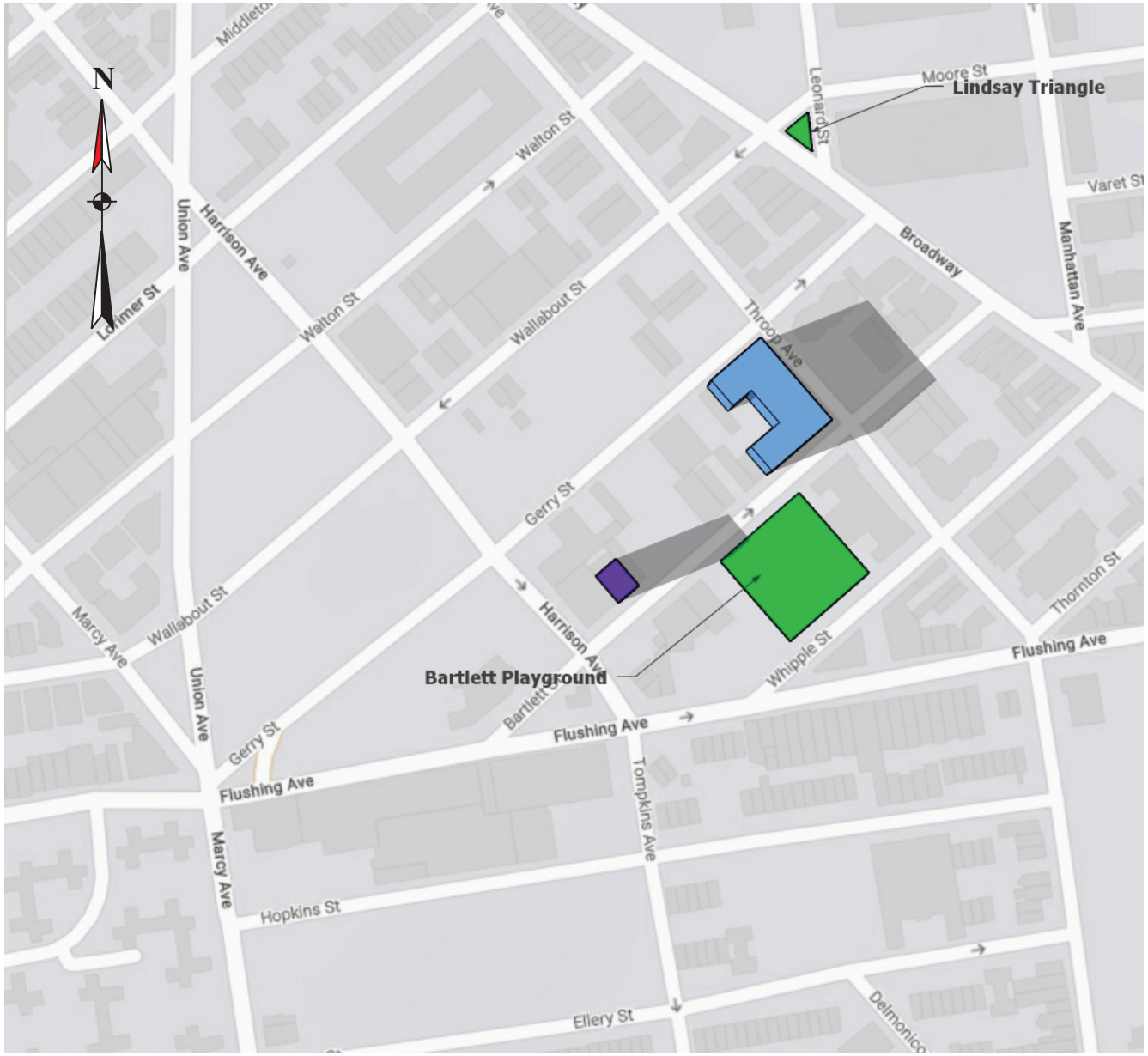

N
Lindsay Triangle
Bartlett Playground
Area that cannot be shaded
by proposed buildings
Moore St
Varet St
Walton St
Wallabout St
Gerry St
Flushing Ave
Hopkins St
Broadway
Throop Ave
Harrison Ave
Union Ave
Marcy Ave
Lorimer St
Leonard St
Manhattan Ave
Graham Ave
Debevoise St
Thornton St
Whipple St
Tompkins Ave
A2
C
open space



Shadows on the 12/21 Analysis Day at 8:51 a.m.



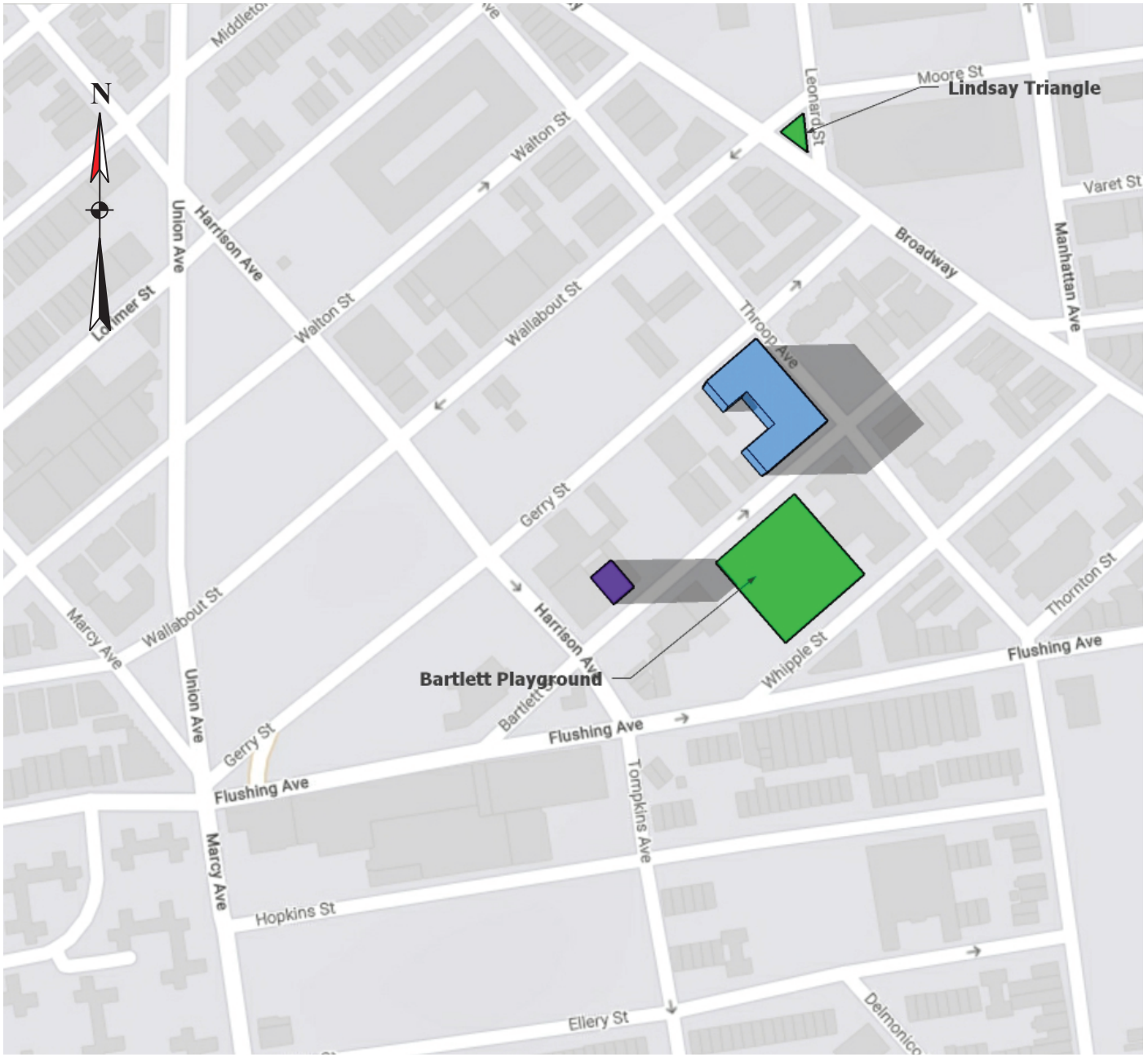
Shadows on the 12/21 Analysis Day at 2:53 p.m.



Shadows on the 3/21 Analysis Day at 3:55 p.m. (Shadow Enter Time)



Shadows on the 3/21 Analysis Day at 4:29 p.m. (Shadow Exit Time)



Shadows on the 5/6 Analysis Day at 4:24 p.m. (Shadow Enter Time)



Shadows on the 5/6 Analysis Day at 5:18 p.m. (Shadow Enter Time)



Shadows on the 6/21 Analysis Day at 5:20 p.m. (Shadow Enter Time)



Shadows on the 6/21 Analysis Day at 6:01 p.m. (Shadow Exit Time)

Table C-1: Tier 3 Analysis Summary

Analysis day	December 21/ January 21	March 21/ September 21	May 6/ August 6	June 21
Timeframe window	8:51 a.m. – 2:53 p.m.	7:36 a.m. – 4:29 p.m.	6:21 a.m. – 5:18 p.m.	5:57 a.m. – 6:01 p.m.
Bartlett Playground				
Shadow enter – exit times	-	3:55 p.m. – 4:29 p.m.	4:24 p.m. – 5:18 p.m.	5:20 p.m. – 6:01 p.m.
Incremental shadow duration	-	34 minutes	54 minutes	41 minutes
Lindsay Triangle				
Shadow enter – exit times	-	-	-	-
Incremental shadow duration	-	-	-	-
Note: all information was derived from a geolocated model created in Google's Sketchup assuming the worst-case scenario for shadows; daylight savings time was not used.				

Detailed Shadow Analysis

The Tier 3 screening assessment showed that shadows from the proposed building at Site A2 could reach sunlight-sensitive resources at Bartlett Playground on three analysis days. No intervening buildings are currently present between the Proposed Building and Bartlett Playground and no building exists that currently casts any shadow on the same portion of the park; as such, the entirety of the project-generated shadow as it is shown in Figures C-3A through C-6B is the incremental shadow. However, on any given analysis day, the shadow only covers a small portion of Bartlett Playground (less than 25%) and at no point does the shadow duration last more than one hour. Additionally, the duration of the shadows on the resources in question on the March 21, May 6 and June 21 analysis days are such that any vegetation present would not be impacted. As per the 2020 CEQR Technical Manual "generally, four to six hours a day of sunlight, particularly in the growing season, is a minimum requirement [for vegetation requiring direct sunlight such as plots in community gardens.]" The playground would receive sunlight in excess of eight hours on both analysis days that fall within the growing season, far exceeding the minimum requirement. As such, during the short period of time that the incremental shadows fall on portions of these resources, other unaffected areas of the parks could still be enjoyed. As such, the

incremental shadow impacts caused by the proposed With-Action Condition will have no negative impacts on sunlight sensitive resources.

APPENDIX A

Noise Study

GALLAGHER BASSETT | TECHNICAL SERVICES

AMBIENT NOISE STUDY REPORT

Broadway Triangle—Site A2, B and C

Site A2: 29-31 Bartlett Street
Site B: 68-76 Gerry Street and 35-45 Bartlett Street
Site C: 90 Gerry Street, 81, 88-90 Throop Avenue, 63, 65 and 69 Bartlett Street
Brooklyn, New York City, New York

July 2021

GBTS File: 21003-0076

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AMBIENT NOISE STUDY REPORT

July 2021

GBTS File: 21003-0076

Prepared By:

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Prepared For:

St. Nicks Alliance
2 Kingsland Avenue
Brooklyn, New York 11211

Services summarized in this Ambient Noise Study Report were performed by Gallagher Bassett Technical Services, in accordance with City Environmental Quality Review (CEQR) guidelines. The undersigned have reviewed this Ambient Noise Study Report and certify to St. Nicks Alliance that the information provided in this document is accurate as of the date of issuance by this office.



Megan King
Gallagher Bassett Technical Services
Environmental Field Scientist



Richard Hooker
Gallagher Bassett Technical Services
Manager, Environmental Consulting

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1.0 INTRODUCTION

1.1 Purpose

This Ambient Noise Study Report (Report) documents environmental fieldwork performed by Gallagher Bassett Services Technical Services (GBTS) at the St. Nicks Alliance property known as Broadway Triangle Site A2: 29-31 Bartlett Street; Site B: 68-76 Gerry Street and 35-45 Bartlett Street; Site C: 90 Gerry Street, 81, 88-90 Throop Avenue, 63, 65 and 69 Bartlett Street (hereafter referred to as the "Site"). Site A1 (663-667 Flushing Avenue and 1-3 Whipple Street) was not included in this study because it is encumbered with an E-Designation for Noise (E-238), which requires 30 dB(A) window-wall attenuation and alternate means of ventilation.

The other sites (A2, B, and C), being city-owned, were not encumbered with E-Designations. However, all three sites are within 1,000 feet of a heavily trafficked thoroughfare (Flushing Avenue) and Site C has a direct line of site to the elevated rail for the BMT Jamaica Line of the New York City Subway. As such, further analysis of ambient noise levels around the sites was deemed necessary.

To meet these requirements, the CEQR Technical Manual specifies field noise studies to evaluate potential noise impacts on the proposed residential receptors The ambient noise data discussed in this Report was collected to fulfill these requirements and to identify the respective required attenuation levels for each of the façades on all three sites.

This Report describes all fieldwork methodologies for the work conducted by this office, includes discussions of the resulting analytical data, and provides conclusions and recommendations drawn from the fieldwork and analytical data.

1.2 Limitations

Services summarized in this Report were performed in accordance with generally accepted practices and established American National Standards Institute's Standard Methods (ANSI S1-1.2-1962(R1976) for the Physical Measurement of Sound and ANSI S1-1.13-1971(R1976) for the Measurement of Sound Pressure Levels.

1.3 Site Location and Description

Site A2 consists of one tax lot located on the northwest side of Bartlett Street between Harrison and Throop Avenues on Block 2269, Lot 52 with approximately 5,000 sf of lot area. Site A2 is currently vacant and unimproved. Site A2 has approximately 50 feet of frontage along the northwest side of Bartlett Street and 100 feet of depth.

Site B consist of nine tax lots located on the northwest side of Bartlett Street between Harrison and Throop Avenues on Block 2269, Lots 14, 16, 17, 18, 45, 47, 48, 49, and 50, totaling approximately 27,500 sf of lot area. All nine lots are vacant and unimproved. Site B has

approximately 125 feet of frontage along the southeast side of Gerry Street, 150 feet of frontage along the northwest side of Bartlett Street, and 200 feet of depth.

Site C consists of nine tax lots located on Block 2269, Lots 25, 27, 28, 29, 30, 31, 33, 35, and 36, totaling approximately 27,499 sf of lot area. All nine lots are vacant and unimproved. Site C has approximately 125 feet of frontage along the southeast side of Gerry Street, 200 feet of frontage along the southwest side of Throop Avenue, and 150 feet of frontage along the northwest side of Bartlett Street.

1.4 Conditions of Concern

1.4.1 Mobile Sources

Vehicular Traffic

Based on 2020 CEQR Technical Manual guidelines, the proposed project exceeds the threshold that would require a traffic analysis. A Hababi Associates transportation screening assessment, dated March 26, 2021, concluded that no significant adverse impacts to traffic, transit, pedestrians, or vehicular and pedestrian safety would be associated with the proposed action. There will therefore be no incremental traffic noise impacts associated with the proposed action. However, the proposed project would introduce new receptors near heavily trafficked thoroughfares. The proposed project includes construction of five new residential buildings across four sites, which are classified as noise-sensitive uses (i.e. receptors). The three sites being examined in this study have the potential to be impacted by traffic noise from Bartlett Street (sites A2 and C), Gerry Street (sites B and C), and Throop Avenue (site C).

Aircraft Noise

The proposed project would not introduce a new receptor within one mile of an existing flight path, or cause aircraft to fly through existing or new flight paths over or within one mile of a receptor.

Train Noise

Site C is located within 1,500 feet of existing rail activity (the elevated rail for the BMT Jamaica Line of the New York City Subway) and the northeast end of the site has a direct line of sight to that rail facility.

1.4.2 Stationary Sources

The proposed project would not be a stationary source of noise. Any HVAC or AMV systems installed in exterior areas (i.e. on the roof of the building) will be in compliance with the NYC Noise Code. The proposed project does not introduce a receptor in an area with high ambient noise levels resulting from stationary sources, such as unenclosed manufacturing activities or other loud uses.

2.0 NOISE STUDY

2.1 Summary of Services

GBTS collected ambient noise data on June 16, 2021 and June 17, 2021. Seven noise meters were used to record data at various off-site locations including:

- NM-1: Gerry Street sidewalk located 5 feet northwest of the chain-link fence surrounding Site C, 70 feet southwest of Throop Avenue;
- NM-2: Throop Avenue sidewalk located 5 feet northeast of the chain-link fence surrounding Site C, 55 feet southeast of Gerry Street;
- NM-3: Throop Avenue sidewalk located 5 feet northeast of the chain-link fence surrounding Site C, 55 feet northwest of Bartlett Street;
- NM-4: Bartlett Street sidewalk located 5 feet southeast of the chain-link fence surrounding Site C, 70 feet southwest of Throop Avenue;
- NM-5: Gerry Street sidewalk located 5 feet northwest of the chain-link fence surrounding Site B, 60 feet from northeastern adjoining property
- NM-6: Bartlett Street sidewalk located 5 feet southeast of the chain-link fence surrounding Site B, 60 feet from northeastern adjoining property
- NM-7: Bartlett Street sidewalk located 5 feet southeast of the chain-link fence surrounding Site A2, 20 feet from northeastern adjoining property

This Report is divided into individual sections that document fieldwork methodology (Section 2.2) and data results (Section 2.3), and present GBTS's conclusions and recommendations (Section 3.0). Noise meter locations are shown on FWM included as Attachment 1.

2.2 Fieldwork Methodology

2.2.1 Noise Meter Calibration and Placement

The noise recording equipment used were Casella – CEL 633 Real Time Octave Band Analyzer (Type 1). The instruments were calibrated before the measurement period with an A weighting, a 5 dB exchange rate, and a 60 dB threshold. The meters were then placed on standard camera tripods, approximately 5 feet from the property borders. Noise meter locations are shown on FWM included as Attachment 1.

Noise measurements were recorded for each location during the morning peak period (7:30 a.m. to 9:30 a.m.) when the project sites would be subject to peak traffic noise impacts per the CEQR Technical Manual (November 2020). Measurements for site C were collected on Wednesday June 16, 2021 and measurements for sites A-1 and B were collected on Thursday June 17th, 2021. Measurements were taken over a one-hour period at each of the seven locations. Noise data for each of the recording locations are attached.

2.2.2 Field Observations

During both measurement periods, the temperature ranged between 65-68°F. Winds averaged 4 mph or below, and barometric pressure was steady at 29.81 inches hg on June 16th and 29.97 inches hg on June 17th. Based on field observations during the noise study, the predominant noise source in the vicinity of the site was vehicular traffic.

2.3 Data Analysis

2.3.1 CEQR Required Attenuation To Achieve Acceptable Interior Noise Levels

CEQR attenuation requirements are promulgated in Table 19-3 of the CEQR Manual. This table is reproduced below as Table 1. Residential uses at locations where ambient noise levels are greater than 70 dB(A) require attenuation beyond that achieved by normal construction. For commercial uses the threshold triggering the requirement for additional attenuation is 5 dBA greater than residential, i.e. 75 dB(A).

Table 1: Residential Noise Exposure Guidelines

Table 19-3
Required Attenuation Values To Achieve Acceptable Interior Noise Levels

	Marginally Unacceptable				Clearly Unacceptable
Noise level with proposed project	$70<L_{10}\leq73$	$73<L_{10}\leq76$	$76<L_{10}\leq78$	$78<L_{10}\leq80$	$80<L_{10}$
Attenuation[A]	(I) 28 dB(A)	(II) 31 dB(A)	(III) 33 dB(A)	(IV) 35 dB(A)	$36 + (L_{10} - 80)$[B] dB(A)

Note: [A] The above composite window-wall attenuation values are for residential dwellings and community facility development. Commercial office spaces and meeting rooms would be 5 dB(A) less in each category. All of the above categories require a closed window situation and hence an alternate means of ventilation.
[B] Required attenuation values increase by 1 dB(A) increments for L_{10} values greater than 80 dBA.
Source: New York City Department of Environmental Protection

2.3.2 Results and Discussion

Noise data are presented in Table 2 and discussed below.

	L_{eq}	L_{10}	Required Attenuation
NM-1	61.3	64.6	None Required
NM-2	61.8	65.1	None Required
NM-3	59.6	61.8	None Required
NM-4	57.9	60.5	None Required
NM-5	56.9	59.4	None Required
NM-6	56.4	58.8	None Required
NM-7	58.7	61.0	None Required

Northwestern Façade at Site C

The results indicate that exterior noise levels for NM-1 during the morning peak period are less than 65 dB(A) and therefore fall into the "Acceptable General External Exposure" category. Per the CEQR Technical Manual, noise levels falling below 65 dB(A) require no window-wall attenuation beyond that achieved through normal construction.

Northeastern Façade at Site C

The results indicate that exterior noise levels for NM-2 and NM-3 during the morning peak period are between 65 dB(A) and 70 dB(A) and therefore fall into the "Marginally Acceptable General External Exposure" category. As per the CEQR Technical Manual, no attenuation is required beyond that achieved through normal construction.

Southeastern Façade at Site C

The results indicate that exterior noise levels for NM-4 during the morning peak period are less than 65 dB(A) and therefore no attenuation is required beyond that achieved through normal construction.

Northwestern Façade at Site B

The results indicate that exterior noise levels for NM-5 during the morning peak period are less than 65 dB(A) and therefore no attenuation is required beyond that achieved through normal construction.

Southeastern Façade at Site B

The results indicate that exterior noise levels for NM-6 during the morning peak period are less than 65 dB(A) and therefore no attenuation is required beyond that achieved through normal construction.

Southeastern Façade at Site A-2

The results indicate that exterior noise levels for NM-7 during the morning peak period are less than 65 dB(A) and therefore no attenuation is required beyond that achieved through normal construction.

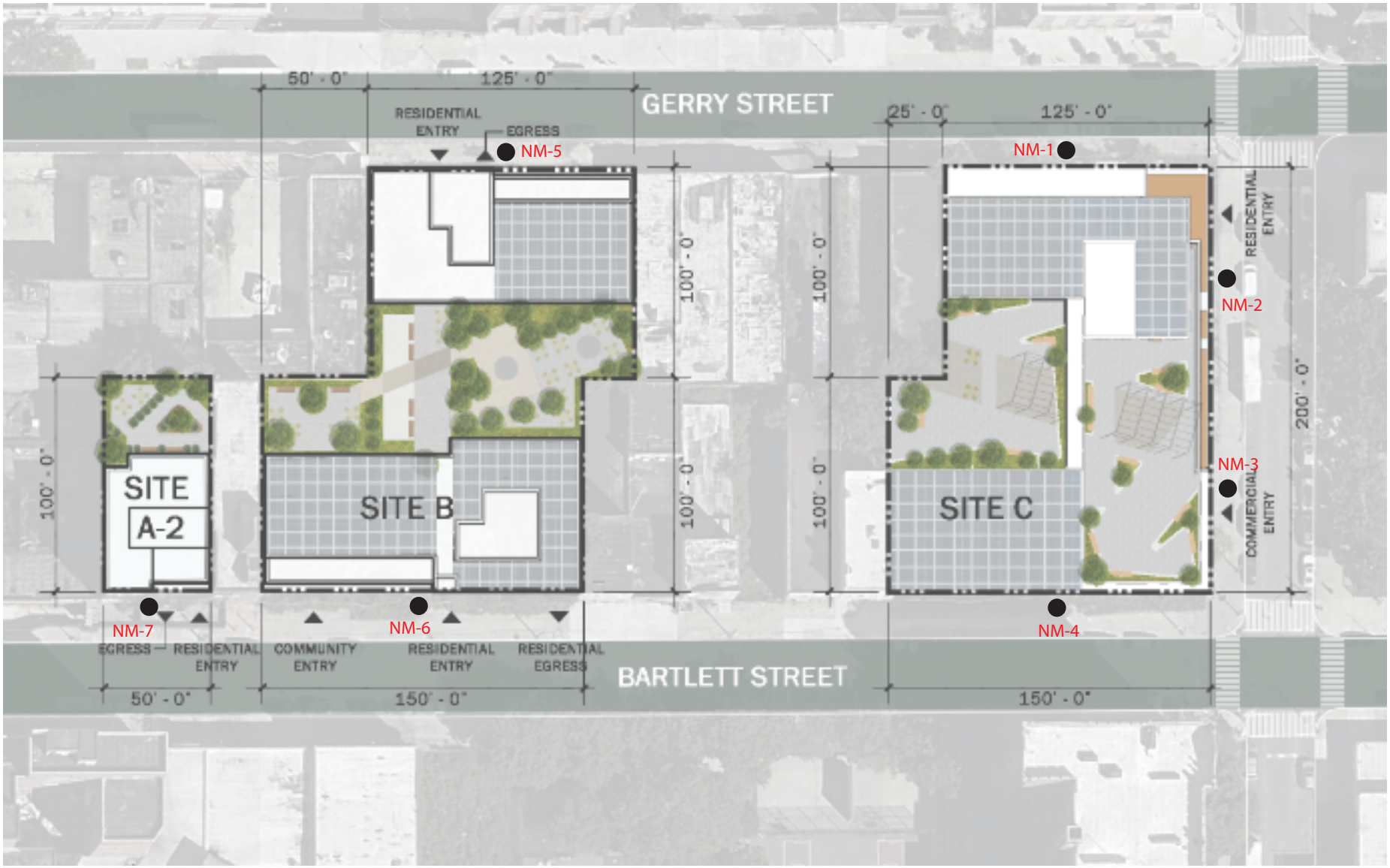
3.0 CONCLUSIONS AND RECOMMENDATIONS

This office has completed the services summarized in Section 2.0 of this Report for Broadway Triangle Site A2: 29-31 Bartlett Street; Site B: 68-76 Gerry Street and 35-45 Bartlett Street; and Site C: 90 Gerry Street, 81, 88-90 Throop Avenue, 63, 65 and 69 Bartlett Street, New York. Services included the collection and analysis of noise data and comparison with CEQR Noise Exposure Guidelines.

- No attenuation is required beyond that achieved by normal construction at any of the locations.

APPENDIX A

Fieldwork Map



All feature locations are approximate. This map is intended as a schematic to be used in conjunction with the associated report, and it should not be relied upon as a survey for planning or other activities.

Fieldwork Map

Broadway Triangle Site
Brooklyn, New York

Legend:

- noise meter location

File: 21003-0076
July 2021
Not to Scale
Appendix A

APPENDIX B

Noise Reports

NM-1

Start Date & Time	LAeq	LCeq	LZeq	LZF 10%	LCF 10%	LAF 10%
6/16/2021 8:17:52 AM	62.9 dB	75.3 dB	76.9 dB	80.0 dB	79.0 dB	67.5 dB
6/16/2021 8:18:52 AM	58.3 dB	73.0 dB	75.4 dB	78.5 dB	76.5 dB	63.5 dB
6/16/2021 8:19:52 AM	66.0 dB	73.9 dB	76.0 dB	79.0 dB	76.5 dB	65.5 dB
6/16/2021 8:20:52 AM	61.0 dB	73.6 dB	76.0 dB	79.5 dB	77.5 dB	66.0 dB
6/16/2021 8:21:52 AM	59.5 dB	68.8 dB	71.1 dB	72.5 dB	70.5 dB	62.5 dB
6/16/2021 8:22:52 AM	57.6 dB	68.4 dB	72.8 dB	75.5 dB	70.5 dB	60.0 dB
6/16/2021 8:23:52 AM	72.8 dB	75.7 dB	78.5 dB	82.0 dB	79.5 dB	76.0 dB
6/16/2021 8:24:52 AM	56.2 dB	68.8 dB	73.4 dB	75.5 dB	70.5 dB	59.0 dB
6/16/2021 8:25:52 AM	63.4 dB	75.1 dB	76.7 dB	81.0 dB	80.0 dB	68.5 dB
6/16/2021 8:26:52 AM	56.0 dB	70.7 dB	73.4 dB	75.5 dB	73.0 dB	58.5 dB
6/16/2021 8:27:52 AM	60.3 dB	72.4 dB	74.8 dB	79.0 dB	77.0 dB	64.0 dB
6/16/2021 8:28:52 AM	59.9 dB	72.0 dB	75.3 dB	79.0 dB	75.0 dB	64.5 dB
6/16/2021 8:29:52 AM	59.6 dB	74.3 dB	76.8 dB	80.5 dB	77.5 dB	63.0 dB
6/16/2021 8:30:52 AM	61.1 dB	76.4 dB	78.1 dB	81.0 dB	79.5 dB	65.5 dB
6/16/2021 8:31:52 AM	57.9 dB	71.7 dB	73.7 dB	77.5 dB	75.5 dB	61.5 dB
6/16/2021 8:32:52 AM	63.4 dB	74.9 dB	76.4 dB	79.5 dB	78.5 dB	67.5 dB
6/16/2021 8:33:52 AM	57.5 dB	72.5 dB	75.0 dB	77.0 dB	74.0 dB	60.5 dB
6/16/2021 8:34:52 AM	60.1 dB	70.8 dB	73.0 dB	74.5 dB	72.5 dB	63.5 dB
6/16/2021 8:35:52 AM	64.6 dB	75.0 dB	76.6 dB	80.5 dB	79.5 dB	69.5 dB
6/16/2021 8:36:52 AM	56.6 dB	71.5 dB	74.7 dB	76.0 dB	72.5 dB	58.0 dB
6/16/2021 8:37:52 AM	61.7 dB	74.1 dB	76.0 dB	80.5 dB	79.0 dB	67.5 dB
6/16/2021 8:38:52 AM	62.5 dB	79.5 dB	80.7 dB	82.0 dB	79.5 dB	64.0 dB
6/16/2021 8:39:52 AM	58.5 dB	75.0 dB	76.7 dB	79.0 dB	78.0 dB	61.5 dB
6/16/2021 8:40:52 AM	60.5 dB	72.8 dB	74.7 dB	79.0 dB	78.0 dB	66.0 dB
6/16/2021 8:41:52 AM	63.8 dB	75.7 dB	77.6 dB	81.0 dB	79.0 dB	67.0 dB
6/16/2021 8:42:52 AM	63.3 dB	73.5 dB	75.2 dB	78.5 dB	77.5 dB	67.0 dB
6/16/2021 8:43:52 AM	66.2 dB	75.8 dB	77.5 dB	79.5 dB	78.0 dB	68.0 dB
6/16/2021 8:44:52 AM	68.5 dB	79.4 dB	80.7 dB	83.5 dB	82.5 dB	70.0 dB
6/16/2021 8:45:52 AM	57.5 dB	71.7 dB	74.1 dB	76.5 dB	74.0 dB	60.0 dB
6/16/2021 8:46:52 AM	68.2 dB	83.3 dB	85.1 dB	89.5 dB	88.0 dB	71.5 dB
6/16/2021 8:47:52 AM	63.0 dB	72.8 dB	75.7 dB	77.5 dB	75.0 dB	67.0 dB
6/16/2021 8:48:52 AM	62.7 dB	75.6 dB	77.8 dB	82.0 dB	80.0 dB	67.5 dB
6/16/2021 8:49:52 AM	57.4 dB	71.6 dB	73.8 dB	76.0 dB	74.0 dB	60.0 dB
6/16/2021 8:50:52 AM	61.5 dB	73.8 dB	75.6 dB	80.0 dB	78.5 dB	67.0 dB
6/16/2021 8:51:52 AM	62.8 dB	74.5 dB	77.2 dB	80.5 dB	78.5 dB	67.5 dB
6/16/2021 8:52:52 AM	57.4 dB	70.3 dB	72.9 dB	75.5 dB	72.5 dB	59.0 dB
6/16/2021 8:53:52 AM	55.6 dB	68.3 dB	71.5 dB	73.0 dB	69.5 dB	57.5 dB
6/16/2021 8:54:52 AM	56.8 dB	70.6 dB	74.4 dB	76.0 dB	72.5 dB	59.0 dB
6/16/2021 8:55:52 AM	60.8 dB	74.4 dB	75.8 dB	79.5 dB	78.0 dB	64.0 dB
6/16/2021 8:56:52 AM	60.1 dB	73.0 dB	74.9 dB	79.0 dB	78.0 dB	65.0 dB
6/16/2021 8:57:52 AM	64.1 dB	75.9 dB	77.5 dB	81.0 dB	79.5 dB	67.5 dB
6/16/2021 8:58:52 AM	61.7 dB	73.6 dB	75.8 dB	77.5 dB	75.5 dB	65.0 dB
6/16/2021 8:59:52 AM	59.4 dB	72.6 dB	74.7 dB	77.5 dB	75.0 dB	62.0 dB
6/16/2021 9:00:52 AM	59.8 dB	72.7 dB	74.9 dB	78.5 dB	77.0 dB	65.0 dB
6/16/2021 9:01:52 AM	56.7 dB	70.1 dB	72.7 dB	74.0 dB	71.0 dB	59.0 dB
6/16/2021 9:02:52 AM	56.9 dB	72.4 dB	75.8 dB	78.0 dB	74.5 dB	59.0 dB
6/16/2021 9:03:52 AM	61.7 dB	74.6 dB	76.1 dB	81.0 dB	79.5 dB	67.0 dB
6/16/2021 9:04:52 AM	56.6 dB	70.9 dB	73.0 dB	76.5 dB	74.5 dB	59.5 dB
6/16/2021 9:05:52 AM	60.4 dB	73.8 dB	75.8 dB	79.0 dB	77.5 dB	65.0 dB
6/16/2021 9:06:52 AM	59.1 dB	78.4 dB	79.9 dB	82.0 dB	80.5 dB	61.5 dB
6/16/2021 9:07:52 AM	63.0 dB	71.9 dB	74.1 dB	77.0 dB	74.0 dB	64.5 dB
6/16/2021 9:08:52 AM	62.5 dB	73.7 dB	75.6 dB	79.5 dB	78.0 dB	66.5 dB
6/16/2021 9:09:52 AM	62.2 dB	73.0 dB	75.3 dB	77.5 dB	75.5 dB	66.0 dB
6/16/2021 9:10:52 AM	60.1 dB	72.7 dB	74.9 dB	77.5 dB	75.5 dB	64.0 dB
6/16/2021 9:11:52 AM	64.5 dB	75.0 dB	76.9 dB	79.5 dB	78.5 dB	65.0 dB
6/16/2021 9:12:52 AM	67.9 dB	81.5 dB	82.3 dB	82.0 dB	81.0 dB	69.0 dB
6/16/2021 9:13:52 AM	58.1 dB	69.0 dB	73.2 dB	76.5 dB	70.5 dB	60.0 dB
6/16/2021 9:14:52 AM	59.9 dB	73.1 dB	75.0 dB	77.5 dB	76.0 dB	62.5 dB
6/16/2021 9:15:52 AM	70.1 dB	78.4 dB	80.2 dB	82.5 dB	80.5 dB	73.5 dB
6/16/2021 9:16:52 AM	63.0 dB	72.9 dB	75.2 dB	77.5 dB	75.5 dB	66.5 dB
6/16/2021 9:17:52 AM	62.1 dB	73.2 dB	75.1 dB	78.5 dB	77.5 dB	66.0 dB
6/16/2021 9:18:52 AM	62.2 dB	73.8 dB	77.1 dB	81.0 dB	79.0 dB	67.5 dB
6/16/2021 9:19:52 AM	58.9 dB	69.8 dB	72.5 dB	74.0 dB	71.0 dB	60.5 dB
6/16/2021 9:20:52 AM	67.7 dB	71.2 dB	72.7 dB	74.5 dB	73.5 dB	71.5 dB
6/16/2021 9:21:52 AM	62.1 dB	74.0 dB	75.8 dB	78.5 dB	77.5 dB	65.0 dB
Average	**61.3 dB**					**64.6 dB**

NM-2

Start Date & Time	LAeq	LCeq	LZeq	LZF 10%	LCF 10%	LAF 10%
6/16/2021 8:18:46 AM	65.3 dB	78.1 dB	79.7 dB	82.0 dB	80.5 dB	67.0 dB
6/16/2021 8:19:00 AM	56.6 dB	69.9 dB	72.3 dB	74.0 dB	71.0 dB	58.5 dB
6/16/2021 8:20:00 AM	65.7 dB	73.7 dB	75.7 dB	78.0 dB	76.5 dB	67.0 dB
6/16/2021 8:21:00 AM	60.3 dB	71.7 dB	74.8 dB	78.5 dB	76.5 dB	65.0 dB
6/16/2021 8:22:00 AM	60.7 dB	69.1 dB	73.0 dB	75.5 dB	70.5 dB	63.5 dB
6/16/2021 8:23:00 AM	64.9 dB	69.7 dB	73.2 dB	76.5 dB	72.5 dB	67.0 dB
6/16/2021 8:24:00 AM	66.8 dB	72.7 dB	76.6 dB	79.5 dB	75.5 dB	69.5 dB
6/16/2021 8:25:00 AM	57.7 dB	68.8 dB	73.9 dB	77.0 dB	70.5 dB	59.0 dB
6/16/2021 8:26:00 AM	63.7 dB	74.6 dB	76.0 dB	79.5 dB	78.5 dB	69.0 dB
6/16/2021 8:27:00 AM	58.9 dB	72.1 dB	74.7 dB	79.0 dB	76.5 dB	64.0 dB
6/16/2021 8:28:00 AM	61.3 dB	70.5 dB	75.6 dB	79.0 dB	73.5 dB	64.5 dB
6/16/2021 8:29:00 AM	59.9 dB	69.7 dB	74.8 dB	78.0 dB	72.0 dB	63.5 dB
6/16/2021 8:30:00 AM	60.1 dB	72.2 dB	76.4 dB	79.5 dB	74.5 dB	62.5 dB
6/16/2021 8:31:00 AM	61.1 dB	74.2 dB	76.0 dB	79.0 dB	77.5 dB	65.0 dB
6/16/2021 8:32:00 AM	58.9 dB	70.4 dB	76.1 dB	77.0 dB	72.5 dB	62.5 dB
6/16/2021 8:33:00 AM	64.1 dB	74.3 dB	76.9 dB	79.5 dB	77.5 dB	67.5 dB
6/16/2021 8:34:00 AM	56.4 dB	69.2 dB	72.6 dB	74.0 dB	70.5 dB	59.0 dB
6/16/2021 8:35:00 AM	63.3 dB	72.1 dB	73.8 dB	76.5 dB	75.0 dB	67.0 dB
6/16/2021 8:36:00 AM	64.4 dB	74.0 dB	75.4 dB	80.0 dB	79.0 dB	70.5 dB
6/16/2021 8:37:00 AM	55.4 dB	68.8 dB	71.5 dB	73.0 dB	70.0 dB	56.5 dB
6/16/2021 8:38:00 AM	63.6 dB	74.4 dB	76.1 dB	80.0 dB	79.0 dB	68.5 dB
6/16/2021 8:39:00 AM	60.3 dB	75.5 dB	76.9 dB	80.0 dB	78.5 dB	64.0 dB
6/16/2021 8:40:00 AM	60.3 dB	74.3 dB	75.8 dB	79.5 dB	78.5 dB	63.5 dB
6/16/2021 8:41:00 AM	61.1 dB	73.5 dB	75.1 dB	79.0 dB	78.0 dB	66.5 dB
6/16/2021 8:42:00 AM	66.0 dB	77.3 dB	78.5 dB	80.0 dB	78.5 dB	69.0 dB
6/16/2021 8:43:00 AM	62.0 dB	71.2 dB	72.8 dB	74.5 dB	73.0 dB	64.5 dB
6/16/2021 8:44:00 AM	65.5 dB	73.3 dB	75.5 dB	78.5 dB	77.0 dB	69.0 dB
6/16/2021 8:45:00 AM	75.2 dB	81.5 dB	82.3 dB	85.5 dB	85.0 dB	75.5 dB
6/16/2021 8:46:00 AM	58.6 dB	71.2 dB	73.9 dB	76.0 dB	73.5 dB	60.5 dB
6/16/2021 8:47:00 AM	66.5 dB	80.6 dB	82.2 dB	84.5 dB	82.5 dB	68.5 dB
6/16/2021 8:48:00 AM	62.9 dB	71.4 dB	74.6 dB	76.5 dB	73.5 dB	66.5 dB
6/16/2021 8:49:00 AM	62.5 dB	74.4 dB	78.2 dB	81.5 dB	79.0 dB	68.0 dB
6/16/2021 8:50:00 AM	62.1 dB	74.2 dB	77.3 dB	80.5 dB	78.5 dB	67.5 dB
6/16/2021 8:51:00 AM	60.5 dB	71.0 dB	75.4 dB	77.5 dB	73.5 dB	62.5 dB
6/16/2021 8:52:00 AM	63.5 dB	74.4 dB	77.7 dB	80.5 dB	78.5 dB	68.0 dB
6/16/2021 8:53:00 AM	59.2 dB	70.8 dB	73.9 dB	76.5 dB	72.5 dB	62.5 dB
6/16/2021 8:54:00 AM	57.4 dB	68.6 dB	71.6 dB	73.5 dB	70.0 dB	60.0 dB
6/16/2021 8:55:00 AM	57.2 dB	69.9 dB	73.9 dB	76.0 dB	72.0 dB	61.0 dB
6/16/2021 8:56:00 AM	63.9 dB	76.6 dB	78.2 dB	81.5 dB	80.5 dB	66.0 dB
6/16/2021 8:57:00 AM	62.3 dB	73.5 dB	75.4 dB	79.0 dB	77.5 dB	66.5 dB
6/16/2021 8:58:00 AM	64.2 dB	74.7 dB	77.3 dB	80.5 dB	78.5 dB	68.0 dB
6/16/2021 8:59:00 AM	62.3 dB	72.0 dB	75.2 dB	77.0 dB	74.5 dB	65.0 dB
6/16/2021 9:00:00 AM	62.9 dB	73.4 dB	75.3 dB	79.0 dB	77.5 dB	67.5 dB
6/16/2021 9:01:00 AM	56.8 dB	70.5 dB	75.2 dB	78.0 dB	72.5 dB	59.5 dB
6/16/2021 9:02:00 AM	59.8 dB	70.7 dB	76.2 dB	79.0 dB	72.5 dB	62.5 dB
6/16/2021 9:03:00 AM	58.7 dB	71.0 dB	75.7 dB	77.5 dB	72.5 dB	61.0 dB
6/16/2021 9:04:00 AM	62.4 dB	74.0 dB	75.8 dB	80.5 dB	79.0 dB	67.5 dB
6/16/2021 9:05:00 AM	58.2 dB	70.8 dB	72.5 dB	75.5 dB	74.0 dB	61.0 dB
6/16/2021 9:06:00 AM	60.4 dB	72.0 dB	74.1 dB	77.0 dB	76.0 dB	65.0 dB
6/16/2021 9:07:00 AM	59.3 dB	71.6 dB	74.9 dB	78.0 dB	75.0 dB	62.0 dB
6/16/2021 9:08:00 AM	62.9 dB	71.1 dB	73.2 dB	75.0 dB	73.0 dB	64.5 dB
6/16/2021 9:09:00 AM	62.6 dB	73.0 dB	74.5 dB	78.5 dB	77.5 dB	67.0 dB
6/16/2021 9:10:00 AM	65.1 dB	74.2 dB	77.2 dB	80.0 dB	77.5 dB	69.0 dB
6/16/2021 9:11:00 AM	60.3 dB	73.1 dB	77.0 dB	80.0 dB	75.5 dB	64.0 dB
6/16/2021 9:12:00 AM	63.5 dB	73.5 dB	76.5 dB	79.5 dB	76.5 dB	66.0 dB
6/16/2021 9:13:00 AM	62.4 dB	74.4 dB	76.3 dB	79.5 dB	78.0 dB	66.5 dB
6/16/2021 9:14:00 AM	58.3 dB	69.9 dB	76.0 dB	79.0 dB	72.0 dB	59.5 dB
6/16/2021 9:15:00 AM	61.3 dB	74.0 dB	75.4 dB	78.5 dB	77.5 dB	66.5 dB
6/16/2021 9:16:00 AM	63.2 dB	73.7 dB	75.7 dB	77.5 dB	75.5 dB	65.5 dB
6/16/2021 9:17:00 AM	62.7 dB	73.0 dB	75.5 dB	78.0 dB	75.5 dB	66.0 dB
6/16/2021 9:18:00 AM	61.4 dB	72.3 dB	75.2 dB	78.0 dB	76.5 dB	65.0 dB
6/16/2021 9:19:00 AM	62.3 dB	73.1 dB	75.0 dB	80.0 dB	78.5 dB	67.0 dB
6/16/2021 9:20:00 AM	61.7 dB	70.9 dB	73.6 dB	76.0 dB	73.0 dB	64.5 dB
6/16/2021 9:21:00 AM	68.5 dB	71.4 dB	73.9 dB	76.5 dB	74.5 dB	73.5 dB
6/16/2021 9:22:00 AM	65.1 dB	74.1 dB	75.8 dB	79.5 dB	78.0 dB	69.0 dB
6/16/2021 9:23:00 AM	58.3 dB	71.6 dB	79.2 dB	83.0 dB	74.0 dB	60.0 dB
Average	**61.8 dB**					**65.1 dB**

NM-3

Start Date & Time	LAeq	LCeq	LZeq	LZF 10%	LCF 10%	LAF 10%
6/16/2021 8:20:21 AM	57.4 dB	69.6 dB	71.7 dB	73.0 dB	71.0 dB	59.0 dB
6/16/2021 8:21:00 AM	59.5 dB	71.0 dB	72.8 dB	74.5 dB	73.0 dB	63.0 dB
6/16/2021 8:22:00 AM	57.1 dB	70.0 dB	72.5 dB	75.0 dB	72.5 dB	60.5 dB
6/16/2021 8:23:00 AM	59.2 dB	68.9 dB	70.8 dB	72.0 dB	70.0 dB	62.0 dB
6/16/2021 8:24:00 AM	60.3 dB	69.3 dB	74.4 dB	77.5 dB	71.0 dB	59.5 dB
6/16/2021 8:25:00 AM	62.5 dB	70.8 dB	76.5 dB	79.5 dB	72.0 dB	65.0 dB
6/16/2021 8:26:00 AM	56.4 dB	69.2 dB	74.5 dB	78.0 dB	71.0 dB	57.0 dB
6/16/2021 8:27:00 AM	60.4 dB	72.7 dB	74.5 dB	77.0 dB	75.5 dB	63.5 dB
6/16/2021 8:28:00 AM	88.4 dB	89.9 dB	90.0 dB	75.5 dB	73.5 dB	63.0 dB
6/16/2021 8:29:00 AM	59.2 dB	70.7 dB	75.4 dB	78.0 dB	73.0 dB	62.5 dB
6/16/2021 8:30:00 AM	60.2 dB	70.0 dB	72.2 dB	73.5 dB	71.5 dB	64.0 dB
6/16/2021 8:31:00 AM	59.3 dB	71.0 dB	75.1 dB	78.0 dB	73.0 dB	62.5 dB
6/16/2021 8:32:00 AM	57.6 dB	71.2 dB	74.6 dB	76.5 dB	73.5 dB	60.0 dB
6/16/2021 8:33:00 AM	58.6 dB	69.9 dB	72.9 dB	75.0 dB	71.5 dB	61.5 dB
6/16/2021 8:34:00 AM	61.0 dB	72.3 dB	75.3 dB	77.5 dB	74.5 dB	63.0 dB
6/16/2021 8:35:00 AM	57.0 dB	69.4 dB	72.4 dB	73.5 dB	70.5 dB	59.5 dB
6/16/2021 8:36:00 AM	68.7 dB	74.7 dB	75.7 dB	76.0 dB	75.0 dB	69.5 dB
6/16/2021 8:37:00 AM	61.9 dB	72.4 dB	73.8 dB	76.5 dB	75.5 dB	65.5 dB
6/16/2021 8:38:00 AM	55.8 dB	69.7 dB	71.9 dB	73.5 dB	71.0 dB	57.5 dB
6/16/2021 8:39:00 AM	61.0 dB	72.2 dB	73.9 dB	77.0 dB	75.0 dB	64.0 dB
6/16/2021 8:40:00 AM	57.9 dB	71.8 dB	73.3 dB	75.5 dB	74.0 dB	60.0 dB
6/16/2021 8:41:00 AM	59.0 dB	73.8 dB	75.3 dB	78.0 dB	76.5 dB	62.0 dB
6/16/2021 8:42:00 AM	57.8 dB	71.8 dB	73.4 dB	76.5 dB	75.0 dB	61.5 dB
6/16/2021 8:43:00 AM	63.9 dB	74.7 dB	75.8 dB	78.0 dB	77.5 dB	64.5 dB
6/16/2021 8:44:00 AM	61.0 dB	71.2 dB	72.6 dB	74.5 dB	73.5 dB	64.0 dB
6/16/2021 8:45:00 AM	59.6 dB	70.5 dB	72.4 dB	74.0 dB	72.5 dB	62.0 dB
6/16/2021 8:46:00 AM	63.2 dB	76.2 dB	77.8 dB	81.5 dB	80.0 dB	66.5 dB
6/16/2021 8:47:00 AM	56.8 dB	70.8 dB	75.0 dB	78.5 dB	72.0 dB	59.5 dB
6/16/2021 8:48:00 AM	63.2 dB	75.4 dB	77.3 dB	80.0 dB	78.0 dB	65.0 dB
6/16/2021 8:49:00 AM	61.7 dB	71.0 dB	73.5 dB	75.5 dB	73.0 dB	65.0 dB
6/16/2021 8:50:00 AM	59.3 dB	72.1 dB	76.3 dB	79.0 dB	75.0 dB	62.5 dB
6/16/2021 8:51:00 AM	58.8 dB	72.0 dB	76.0 dB	78.5 dB	74.5 dB	61.5 dB
6/16/2021 8:52:00 AM	59.5 dB	71.2 dB	73.3 dB	75.5 dB	73.5 dB	61.0 dB
6/16/2021 8:53:00 AM	60.2 dB	72.2 dB	75.7 dB	78.5 dB	74.5 dB	63.5 dB
6/16/2021 8:54:00 AM	56.1 dB	69.6 dB	72.8 dB	75.0 dB	71.0 dB	57.5 dB
6/16/2021 8:55:00 AM	56.8 dB	69.0 dB	71.8 dB	73.0 dB	70.0 dB	60.5 dB
6/16/2021 8:56:00 AM	55.9 dB	70.4 dB	77.6 dB	82.0 dB	72.5 dB	58.5 dB
6/16/2021 8:57:00 AM	61.0 dB	75.4 dB	76.9 dB	79.5 dB	78.5 dB	64.0 dB
6/16/2021 8:58:00 AM	58.3 dB	71.6 dB	73.4 dB	75.5 dB	74.0 dB	61.0 dB
6/16/2021 8:59:00 AM	60.2 dB	71.8 dB	73.8 dB	76.0 dB	74.5 dB	63.5 dB
6/16/2021 9:00:00 AM	60.6 dB	71.2 dB	73.6 dB	75.5 dB	73.0 dB	63.5 dB
6/16/2021 9:01:00 AM	59.7 dB	70.8 dB	72.9 dB	74.5 dB	73.0 dB	63.0 dB
6/16/2021 9:02:00 AM	56.5 dB	70.5 dB	73.3 dB	75.0 dB	73.0 dB	60.0 dB
6/16/2021 9:03:00 AM	58.3 dB	70.2 dB	74.4 dB	76.5 dB	71.5 dB	61.5 dB
6/16/2021 9:04:00 AM	56.9 dB	70.9 dB	73.8 dB	75.5 dB	72.5 dB	58.5 dB
6/16/2021 9:05:00 AM	58.7 dB	71.6 dB	74.6 dB	77.5 dB	74.5 dB	61.5 dB
6/16/2021 9:06:00 AM	56.1 dB	69.7 dB	72.0 dB	73.5 dB	71.5 dB	57.5 dB
6/16/2021 9:07:00 AM	57.5 dB	70.3 dB	74.6 dB	77.5 dB	72.5 dB	59.5 dB
6/16/2021 9:08:00 AM	55.4 dB	69.1 dB	71.0 dB	73.0 dB	70.5 dB	57.5 dB
6/16/2021 9:09:00 AM	57.9 dB	69.2 dB	72.7 dB	75.0 dB	70.5 dB	60.5 dB
6/16/2021 9:10:00 AM	61.0 dB	71.2 dB	73.7 dB	76.5 dB	73.5 dB	63.0 dB
6/16/2021 9:11:00 AM	62.9 dB	72.8 dB	74.9 dB	77.5 dB	75.5 dB	67.5 dB
6/16/2021 9:12:00 AM	57.6 dB	71.1 dB	74.2 dB	75.5 dB	72.5 dB	59.5 dB
6/16/2021 9:13:00 AM	59.9 dB	71.9 dB	75.5 dB	78.0 dB	73.5 dB	62.0 dB
6/16/2021 9:14:00 AM	58.2 dB	71.6 dB	74.6 dB	77.0 dB	74.0 dB	61.0 dB
6/16/2021 9:15:00 AM	55.4 dB	70.4 dB	79.3 dB	83.0 dB	72.5 dB	56.5 dB
6/16/2021 9:16:00 AM	55.8 dB	70.0 dB	72.3 dB	74.0 dB	72.0 dB	58.5 dB
6/16/2021 9:17:00 AM	58.9 dB	71.6 dB	73.7 dB	75.0 dB	73.5 dB	61.5 dB
6/16/2021 9:18:00 AM	59.5 dB	70.8 dB	73.5 dB	76.0 dB	73.0 dB	63.0 dB
6/16/2021 9:19:00 AM	58.5 dB	70.6 dB	74.6 dB	77.5 dB	73.0 dB	61.5 dB
6/16/2021 9:20:00 AM	58.9 dB	71.4 dB	75.2 dB	78.0 dB	74.5 dB	62.0 dB
6/16/2021 9:21:00 AM	59.3 dB	70.1 dB	73.6 dB	75.5 dB	71.5 dB	62.0 dB
6/16/2021 9:22:00 AM	63.1 dB	69.4 dB	72.3 dB	74.0 dB	71.0 dB	67.5 dB
6/16/2021 9:23:00 AM	62.8 dB	72.1 dB	74.0 dB	76.5 dB	74.5 dB	66.0 dB
6/16/2021 9:24:00 AM	56.9 dB	70.1 dB	73.7 dB	76.5 dB	72.0 dB	58.0 dB
6/16/2021 9:25:00 AM	57.7 dB	70.3 dB	72.5 dB	75.0 dB	73.0 dB	60.5 dB
6/16/2021 9:26:00 AM	58.8 dB	69.9 dB	71.9 dB	74.0 dB	72.5 dB	62.0 dB
Average	**59.6 dB**					**61.8 dB**

NM-4

Start Date & Time	LAeq	LCeq	LZeq	LZF 10%	LCF 10%	LAF 10%
6/16/2021 8:20:47 AM	59.6 dB	70.0 dB	74.9 dB	77.0 dB	71.0 dB	62.0 dB
6/16/2021 8:21:00 AM	57.9 dB	69.9 dB	74.0 dB	76.0 dB	72.0 dB	61.0 dB
6/16/2021 8:22:00 AM	57.3 dB	68.5 dB	72.0 dB	74.0 dB	69.5 dB	59.5 dB
6/16/2021 8:23:00 AM	56.4 dB	67.8 dB	71.2 dB	73.5 dB	69.0 dB	58.0 dB
6/16/2021 8:24:00 AM	59.0 dB	69.4 dB	73.6 dB	76.0 dB	71.0 dB	63.5 dB
6/16/2021 8:25:00 AM	53.6 dB	69.2 dB	76.3 dB	77.5 dB	70.0 dB	54.5 dB
6/16/2021 8:26:00 AM	59.7 dB	72.6 dB	80.5 dB	83.5 dB	75.5 dB	63.5 dB
6/16/2021 8:27:00 AM	55.2 dB	70.0 dB	76.3 dB	78.5 dB	71.0 dB	58.0 dB
6/16/2021 8:28:00 AM	56.6 dB	71.4 dB	79.6 dB	82.5 dB	73.5 dB	59.0 dB
6/16/2021 8:29:00 AM	56.8 dB	74.4 dB	85.1 dB	89.0 dB	77.5 dB	59.5 dB
6/16/2021 8:30:00 AM	56.4 dB	71.1 dB	79.2 dB	83.0 dB	73.0 dB	59.0 dB
6/16/2021 8:31:00 AM	57.1 dB	70.7 dB	77.1 dB	80.5 dB	72.5 dB	61.0 dB
6/16/2021 8:32:00 AM	57.1 dB	70.2 dB	77.6 dB	81.0 dB	73.0 dB	59.5 dB
6/16/2021 8:33:00 AM	59.8 dB	71.2 dB	73.4 dB	75.5 dB	73.0 dB	62.5 dB
6/16/2021 8:34:00 AM	58.6 dB	69.9 dB	72.8 dB	74.5 dB	71.5 dB	61.5 dB
6/16/2021 8:35:00 AM	59.6 dB	70.2 dB	73.3 dB	74.5 dB	71.5 dB	63.5 dB
6/16/2021 8:36:00 AM	60.6 dB	71.6 dB	75.6 dB	78.5 dB	74.0 dB	64.0 dB
6/16/2021 8:37:00 AM	57.3 dB	69.4 dB	73.9 dB	76.5 dB	70.5 dB	59.5 dB
6/16/2021 8:38:00 AM	58.5 dB	70.5 dB	74.8 dB	77.5 dB	74.0 dB	62.5 dB
6/16/2021 8:39:00 AM	56.5 dB	70.1 dB	74.5 dB	77.0 dB	72.0 dB	59.5 dB
6/16/2021 8:40:00 AM	55.3 dB	71.6 dB	73.5 dB	75.5 dB	74.5 dB	57.0 dB
6/16/2021 8:41:00 AM	57.0 dB	69.8 dB	72.7 dB	75.0 dB	73.0 dB	61.0 dB
6/16/2021 8:42:00 AM	60.7 dB	71.7 dB	74.0 dB	76.0 dB	74.0 dB	62.0 dB
6/16/2021 8:43:00 AM	61.6 dB	70.9 dB	72.8 dB	74.5 dB	73.0 dB	63.5 dB
6/16/2021 8:44:00 AM	57.4 dB	69.4 dB	71.9 dB	73.5 dB	71.5 dB	58.0 dB
6/16/2021 8:45:00 AM	59.8 dB	73.9 dB	77.6 dB	80.5 dB	75.5 dB	62.5 dB
6/16/2021 8:46:00 AM	55.9 dB	70.9 dB	79.0 dB	82.5 dB	73.5 dB	58.0 dB
6/16/2021 8:47:00 AM	59.0 dB	73.4 dB	77.0 dB	80.0 dB	76.5 dB	61.5 dB
6/16/2021 8:48:00 AM	59.6 dB	70.8 dB	76.5 dB	80.0 dB	73.5 dB	62.0 dB
6/16/2021 8:49:00 AM	60.5 dB	71.8 dB	76.8 dB	79.5 dB	74.0 dB	63.5 dB
6/16/2021 8:50:00 AM	57.5 dB	69.7 dB	72.3 dB	74.0 dB	71.0 dB	60.5 dB
6/16/2021 8:51:00 AM	61.4 dB	71.2 dB	75.5 dB	78.5 dB	73.5 dB	64.0 dB
6/16/2021 8:52:00 AM	58.9 dB	71.2 dB	78.9 dB	82.5 dB	74.0 dB	63.0 dB
6/16/2021 8:53:00 AM	55.5 dB	69.0 dB	75.8 dB	79.5 dB	71.0 dB	57.5 dB
6/16/2021 8:54:00 AM	54.6 dB	67.7 dB	70.8 dB	72.0 dB	69.0 dB	56.0 dB
6/16/2021 8:55:00 AM	54.1 dB	69.1 dB	76.8 dB	80.5 dB	70.5 dB	55.5 dB
6/16/2021 8:56:00 AM	57.7 dB	70.8 dB	76.5 dB	79.5 dB	73.5 dB	60.0 dB
6/16/2021 8:57:00 AM	57.4 dB	69.9 dB	73.6 dB	77.0 dB	73.0 dB	61.5 dB
6/16/2021 8:58:00 AM	57.1 dB	69.5 dB	74.7 dB	77.0 dB	72.0 dB	59.5 dB
6/16/2021 8:59:00 AM	59.9 dB	71.0 dB	75.7 dB	78.0 dB	73.5 dB	63.0 dB
6/16/2021 9:00:00 AM	59.1 dB	69.8 dB	74.1 dB	77.0 dB	71.5 dB	59.0 dB
6/16/2021 9:01:00 AM	59.1 dB	70.8 dB	74.7 dB	77.0 dB	73.5 dB	63.0 dB
6/16/2021 9:02:00 AM	55.9 dB	68.7 dB	71.7 dB	74.0 dB	70.5 dB	58.0 dB
6/16/2021 9:03:00 AM	54.7 dB	69.3 dB	72.2 dB	74.0 dB	71.0 dB	56.0 dB
6/16/2021 9:04:00 AM	57.6 dB	70.0 dB	72.9 dB	75.0 dB	73.0 dB	61.5 dB
6/16/2021 9:05:00 AM	56.6 dB	69.1 dB	71.5 dB	73.0 dB	70.5 dB	59.0 dB
6/16/2021 9:06:00 AM	57.0 dB	69.9 dB	77.0 dB	79.0 dB	72.0 dB	61.0 dB
6/16/2021 9:07:00 AM	56.9 dB	68.0 dB	70.9 dB	73.0 dB	69.0 dB	58.5 dB
6/16/2021 9:08:00 AM	55.8 dB	67.9 dB	70.6 dB	72.5 dB	69.5 dB	57.5 dB
6/16/2021 9:09:00 AM	59.7 dB	70.0 dB	71.9 dB	74.5 dB	72.5 dB	63.5 dB
6/16/2021 9:10:00 AM	59.1 dB	70.3 dB	77.6 dB	81.5 dB	72.5 dB	60.5 dB
6/16/2021 9:11:00 AM	57.5 dB	70.7 dB	77.0 dB	80.0 dB	72.5 dB	59.0 dB
6/16/2021 9:12:00 AM	58.7 dB	69.5 dB	71.3 dB	72.5 dB	71.0 dB	61.0 dB
6/16/2021 9:13:00 AM	57.6 dB	70.6 dB	78.3 dB	81.5 dB	73.0 dB	61.0 dB
6/16/2021 9:14:00 AM	54.9 dB	68.9 dB	78.2 dB	82.0 dB	71.5 dB	57.0 dB
6/16/2021 9:15:00 AM	54.8 dB	69.5 dB	76.9 dB	80.5 dB	71.5 dB	56.0 dB
6/16/2021 9:16:00 AM	58.2 dB	69.8 dB	72.8 dB	75.0 dB	72.5 dB	62.5 dB
6/16/2021 9:17:00 AM	59.3 dB	69.1 dB	75.3 dB	78.0 dB	71.5 dB	62.0 dB
6/16/2021 9:18:00 AM	56.4 dB	69.8 dB	79.4 dB	81.5 dB	71.5 dB	58.5 dB
6/16/2021 9:19:00 AM	59.8 dB	74.6 dB	85.3 dB	88.0 dB	77.0 dB	63.5 dB
6/16/2021 9:20:00 AM	55.9 dB	70.1 dB	81.0 dB	84.0 dB	72.0 dB	57.0 dB
6/16/2021 9:21:00 AM	64.0 dB	71.0 dB	80.8 dB	84.0 dB	73.5 dB	68.5 dB
6/16/2021 9:22:00 AM	60.6 dB	70.5 dB	78.3 dB	81.5 dB	73.0 dB	63.0 dB
6/16/2021 9:23:00 AM	61.8 dB	70.2 dB	73.3 dB	76.0 dB	72.5 dB	63.5 dB
6/16/2021 9:24:00 AM	55.3 dB	69.0 dB	78.2 dB	83.0 dB	71.5 dB	56.5 dB
6/16/2021 9:25:00 AM	57.6 dB	70.7 dB	79.1 dB	83.5 dB	74.5 dB	62.0 dB
6/16/2021 9:26:00 AM	57.7 dB	70.1 dB	78.8 dB	83.0 dB	73.0 dB	60.0 dB
6/16/2021 9:27:00 AM	58.8 dB	73.4 dB	82.1 dB	85.5 dB	76.5 dB	62.0 dB
6/16/2021 9:28:00 AM	59.7 dB	70.9 dB	78.0 dB	81.5 dB	73.5 dB	62.0 dB
Average	**57.9 dB**					**60.5 dB**

NM-5

Start Date & Time	LAeq	LCeq	LZeq	LZF 10%	LCF 10%	LAF 10%
6/17/2021 8:31	50.2 dB	68.5 dB	80.1 dB	83.5 dB	72.0 dB	51.0 dB
6/17/2021 8:32	53.1 dB	64.8 dB	71.0 dB	73.5 dB	67.5 dB	56.0 dB
6/17/2021 8:33	65.7 dB	68.7 dB	70.8 dB	73.0 dB	70.0 dB	58.5 dB
6/17/2021 8:34	53.9 dB	66.2 dB	70.5 dB	73.0 dB	68.0 dB	56.0 dB
6/17/2021 8:35	53.3 dB	68.2 dB	76.5 dB	80.0 dB	71.0 dB	56.5 dB
6/17/2021 8:36	53.5 dB	66.9 dB	72.5 dB	75.5 dB	69.5 dB	56.0 dB
6/17/2021 8:37	54.6 dB	67.1 dB	72.6 dB	76.5 dB	70.5 dB	57.5 dB
6/17/2021 8:38	53.1 dB	65.1 dB	73.4 dB	76.5 dB	67.5 dB	56.0 dB
6/17/2021 8:39	50.6 dB	63.0 dB	67.6 dB	70.0 dB	64.5 dB	51.5 dB
6/17/2021 8:40	57.9 dB	67.0 dB	71.3 dB	74.0 dB	69.5 dB	61.5 dB
6/17/2021 8:41	53.5 dB	66.5 dB	70.5 dB	73.5 dB	68.5 dB	55.5 dB
6/17/2021 8:42	58.2 dB	68.3 dB	73.3 dB	76.0 dB	70.5 dB	61.0 dB
6/17/2021 8:43	60.7 dB	76.4 dB	77.8 dB	81.5 dB	80.5 dB	65.5 dB
6/17/2021 8:44	57.4 dB	67.1 dB	72.1 dB	73.0 dB	70.0 dB	61.5 dB
6/17/2021 8:45	59.4 dB	66.9 dB	71.1 dB	74.0 dB	69.5 dB	63.5 dB
6/17/2021 8:46	51.0 dB	64.9 dB	73.5 dB	77.0 dB	67.0 dB	52.5 dB
6/17/2021 8:47	54.8 dB	67.8 dB	72.1 dB	75.5 dB	70.0 dB	56.5 dB
6/17/2021 8:48	53.4 dB	64.6 dB	72.2 dB	76.0 dB	67.0 dB	55.0 dB
6/17/2021 8:49	56.7 dB	67.7 dB	72.8 dB	75.5 dB	70.0 dB	59.5 dB
6/17/2021 8:50	56.2 dB	72.1 dB	75.7 dB	78.5 dB	73.0 dB	58.0 dB
6/17/2021 8:51	60.2 dB	74.8 dB	77.8 dB	80.5 dB	75.0 dB	62.0 dB
6/17/2021 8:52	55.2 dB	71.2 dB	73.3 dB	75.0 dB	73.0 dB	57.0 dB
6/17/2021 8:53	56.9 dB	66.6 dB	70.8 dB	74.0 dB	69.0 dB	59.0 dB
6/17/2021 8:54	56.7 dB	67.6 dB	70.9 dB	73.5 dB	70.0 dB	60.0 dB
6/17/2021 8:55	63.7 dB	69.9 dB	71.5 dB	74.5 dB	73.0 dB	65.5 dB
6/17/2021 8:56	53.3 dB	63.9 dB	66.8 dB	68.5 dB	65.5 dB	55.5 dB
6/17/2021 8:57	57.8 dB	70.5 dB	72.5 dB	74.5 dB	72.0 dB	61.0 dB
6/17/2021 8:58	53.0 dB	63.8 dB	66.8 dB	68.5 dB	65.5 dB	55.5 dB
6/17/2021 8:59	57.3 dB	65.2 dB	68.3 dB	70.0 dB	66.5 dB	60.0 dB
6/17/2021 9:00	54.8 dB	64.6 dB	68.3 dB	71.0 dB	67.0 dB	57.0 dB
6/17/2021 9:01	58.5 dB	66.6 dB	69.9 dB	72.0 dB	68.5 dB	62.0 dB
6/17/2021 9:02	51.8 dB	62.8 dB	65.8 dB	67.5 dB	64.5 dB	53.5 dB
6/17/2021 9:03	55.1 dB	66.6 dB	68.7 dB	71.5 dB	69.5 dB	57.5 dB
6/17/2021 9:04	60.2 dB	71.6 dB	72.9 dB	75.5 dB	74.5 dB	64.0 dB
6/17/2021 9:05	53.7 dB	66.0 dB	69.1 dB	71.0 dB	67.5 dB	55.0 dB
6/17/2021 9:06	57.2 dB	69.7 dB	72.6 dB	76.5 dB	72.5 dB	60.0 dB
6/17/2021 9:07	58.1 dB	69.2 dB	71.9 dB	74.5 dB	73.0 dB	61.0 dB
6/17/2021 9:08	54.5 dB	66.4 dB	69.0 dB	71.0 dB	68.0 dB	57.0 dB
6/17/2021 9:09	52.1 dB	69.3 dB	71.1 dB	74.0 dB	72.5 dB	54.5 dB
6/17/2021 9:10	53.0 dB	68.1 dB	74.3 dB	77.5 dB	71.0 dB	56.5 dB
6/17/2021 9:11	54.0 dB	67.3 dB	73.3 dB	76.0 dB	69.5 dB	56.0 dB
6/17/2021 9:12	59.6 dB	69.5 dB	72.0 dB	74.5 dB	72.0 dB	64.0 dB
6/17/2021 9:13	55.2 dB	65.9 dB	68.8 dB	71.0 dB	68.0 dB	58.0 dB
6/17/2021 9:14	51.3 dB	62.8 dB	67.1 dB	69.5 dB	64.5 dB	54.0 dB
6/17/2021 9:15	56.1 dB	65.4 dB	67.7 dB	71.0 dB	69.0 dB	59.0 dB
6/17/2021 9:16	51.5 dB	63.7 dB	66.5 dB	68.5 dB	65.5 dB	53.0 dB
6/17/2021 9:17	53.6 dB	65.1 dB	67.7 dB	70.0 dB	67.5 dB	56.0 dB
6/17/2021 9:18	55.4 dB	67.0 dB	69.1 dB	71.5 dB	69.5 dB	59.0 dB
6/17/2021 9:19	63.9 dB	72.7 dB	76.3 dB	79.0 dB	75.0 dB	66.0 dB
6/17/2021 9:20	65.2 dB	73.5 dB	76.5 dB	78.0 dB	74.5 dB	66.5 dB
6/17/2021 9:21	63.0 dB	72.0 dB	74.8 dB	76.5 dB	74.0 dB	65.0 dB
6/17/2021 9:22	54.5 dB	65.3 dB	67.7 dB	69.5 dB	67.0 dB	56.5 dB
6/17/2021 9:23	63.4 dB	66.1 dB	68.3 dB	70.5 dB	68.5 dB	67.5 dB
6/17/2021 9:24	63.4 dB	65.9 dB	71.8 dB	74.5 dB	68.0 dB	67.5 dB
6/17/2021 9:25	63.9 dB	66.5 dB	70.9 dB	74.0 dB	69.5 dB	69.5 dB
6/17/2021 9:26	66.0 dB	67.4 dB	69.4 dB	72.0 dB	70.5 dB	70.5 dB
6/17/2021 9:27	56.8 dB	65.9 dB	68.7 dB	71.5 dB	69.0 dB	58.5 dB
6/17/2021 9:28	60.2 dB	69.0 dB	71.4 dB	73.0 dB	70.5 dB	62.0 dB
6/17/2021 9:29	58.8 dB	69.0 dB	71.2 dB	73.5 dB	71.5 dB	63.0 dB
6/17/2021 9:30	52.6 dB	65.2 dB	68.1 dB	70.5 dB	68.0 dB	55.0 dB
6/17/2021 9:31	52.1 dB	65.6 dB	71.0 dB	73.5 dB	68.0 dB	53.5 dB
6/17/2021 9:32	52.8 dB	65.2 dB	70.5 dB	73.0 dB	67.0 dB	54.0 dB
6/17/2021 9:33	60.6 dB	68.3 dB	70.0 dB	73.0 dB	71.5 dB	64.5 dB
6/17/2021 9:34	62.1 dB	66.0 dB	68.5 dB	70.5 dB	68.5 dB	66.5 dB
6/17/2021 9:35	62.2 dB	66.9 dB	69.7 dB	71.0 dB	69.0 dB	67.0 dB
6/17/2021 9:36	66.0 dB	68.7 dB	70.8 dB	71.5 dB	70.0 dB	68.0 dB
Average	**58.9 dB**					**59.4 dB**

NM-6

Start Date & Time	LAeq	LCeq	LZeq	LZF 10%	LCF 10%	LAF 10%
6/17/2021 8:29	59.4 dB	76.3 dB	77.2 dB	80.0 dB	79.5 dB	60.5 dB
6/17/2021 8:30	54.4 dB	66.4 dB	69.3 dB	70.5 dB	67.5 dB	55.5 dB
6/17/2021 8:31	54.4 dB	67.7 dB	70.5 dB	72.0 dB	69.5 dB	55.5 dB
6/17/2021 8:32	55.9 dB	67.5 dB	69.9 dB	71.5 dB	69.0 dB	59.0 dB
6/17/2021 8:33	56.8 dB	68.8 dB	71.3 dB	73.0 dB	70.5 dB	59.0 dB
6/17/2021 8:34	56.1 dB	73.6 dB	75.9 dB	78.5 dB	76.5 dB	58.0 dB
6/17/2021 8:35	57.6 dB	74.0 dB	76.2 dB	79.0 dB	77.0 dB	61.0 dB
6/17/2021 8:36	55.5 dB	73.6 dB	76.0 dB	78.5 dB	76.5 dB	56.0 dB
6/17/2021 8:37	57.4 dB	70.4 dB	72.5 dB	75.5 dB	73.0 dB	59.5 dB
6/17/2021 8:38	56.1 dB	65.2 dB	68.1 dB	70.0 dB	67.0 dB	57.5 dB
6/17/2021 8:39	54.6 dB	66.8 dB	70.5 dB	73.0 dB	68.5 dB	57.5 dB
6/17/2021 8:40	59.3 dB	67.9 dB	69.9 dB	72.0 dB	70.0 dB	63.5 dB
6/17/2021 8:41	54.6 dB	66.0 dB	68.7 dB	71.0 dB	68.0 dB	56.0 dB
6/17/2021 8:42	60.6 dB	68.9 dB	70.8 dB	72.5 dB	70.5 dB	64.0 dB
6/17/2021 8:43	54.5 dB	71.2 dB	73.0 dB	75.5 dB	73.5 dB	56.0 dB
6/17/2021 8:44	59.4 dB	69.3 dB	72.0 dB	74.0 dB	72.5 dB	64.5 dB
6/17/2021 8:45	63.0 dB	75.7 dB	76.6 dB	79.5 dB	79.0 dB	65.5 dB
6/17/2021 8:46	53.6 dB	65.4 dB	67.9 dB	70.0 dB	67.5 dB	55.0 dB
6/17/2021 8:47	56.1 dB	67.7 dB	70.0 dB	72.5 dB	70.0 dB	57.5 dB
6/17/2021 8:48	55.6 dB	65.0 dB	67.8 dB	69.5 dB	66.5 dB	58.5 dB
6/17/2021 8:49	58.9 dB	69.0 dB	71.1 dB	73.0 dB	71.0 dB	62.0 dB
6/17/2021 8:50	54.6 dB	70.0 dB	72.1 dB	73.5 dB	71.5 dB	55.5 dB
6/17/2021 8:51	54.0 dB	68.9 dB	71.3 dB	73.0 dB	70.5 dB	57.5 dB
6/17/2021 8:52	53.9 dB	67.7 dB	70.2 dB	72.0 dB	69.5 dB	56.0 dB
6/17/2021 8:53	57.2 dB	68.0 dB	72.1 dB	75.5 dB	71.0 dB	60.0 dB
6/17/2021 8:54	56.8 dB	66.3 dB	69.7 dB	72.5 dB	69.0 dB	59.0 dB
6/17/2021 8:55	56.6 dB	65.3 dB	67.8 dB	69.0 dB	66.5 dB	58.0 dB
6/17/2021 8:56	62.6 dB	68.1 dB	69.4 dB	72.5 dB	71.5 dB	66.5 dB
6/17/2021 8:57	59.9 dB	68.5 dB	70.5 dB	72.0 dB	70.5 dB	62.0 dB
6/17/2021 8:58	53.8 dB	65.0 dB	67.5 dB	69.0 dB	66.5 dB	55.5 dB
6/17/2021 8:59	58.8 dB	66.5 dB	68.8 dB	70.5 dB	68.0 dB	62.0 dB
6/17/2021 9:00	57.6 dB	66.6 dB	69.4 dB	71.0 dB	69.0 dB	60.0 dB
6/17/2021 9:01	58.9 dB	67.3 dB	70.4 dB	72.5 dB	69.5 dB	62.0 dB
6/17/2021 9:02	55.4 dB	67.2 dB	71.1 dB	73.0 dB	69.0 dB	57.0 dB
6/17/2021 9:03	57.4 dB	71.1 dB	73.2 dB	76.0 dB	74.0 dB	60.0 dB
6/17/2021 9:04	57.1 dB	69.0 dB	71.1 dB	73.5 dB	72.0 dB	60.0 dB
6/17/2021 9:05	54.2 dB	66.6 dB	68.9 dB	70.5 dB	68.5 dB	56.0 dB
6/17/2021 9:06	56.2 dB	66.9 dB	70.0 dB	72.0 dB	68.5 dB	59.0 dB
6/17/2021 9:07	54.1 dB	66.0 dB	68.8 dB	70.5 dB	67.5 dB	55.0 dB
6/17/2021 9:08	54.3 dB	65.3 dB	67.3 dB	69.5 dB	68.0 dB	57.0 dB
6/17/2021 9:09	52.4 dB	66.2 dB	68.7 dB	70.5 dB	68.0 dB	53.5 dB
6/17/2021 9:10	55.0 dB	71.6 dB	73.8 dB	77.5 dB	76.0 dB	57.5 dB
6/17/2021 9:11	53.0 dB	67.1 dB	71.5 dB	74.0 dB	69.0 dB	54.5 dB
6/17/2021 9:12	60.9 dB	73.3 dB	75.2 dB	78.0 dB	76.5 dB	65.0 dB
6/17/2021 9:13	54.5 dB	66.3 dB	68.5 dB	70.0 dB	68.0 dB	56.5 dB
6/17/2021 9:14	54.0 dB	65.9 dB	68.5 dB	71.0 dB	67.5 dB	56.0 dB
6/17/2021 9:15	54.8 dB	64.7 dB	67.3 dB	68.5 dB	66.5 dB	58.0 dB
6/17/2021 9:16	56.2 dB	66.3 dB	68.8 dB	70.5 dB	68.0 dB	59.5 dB
6/17/2021 9:17	54.6 dB	67.4 dB	69.9 dB	72.0 dB	69.5 dB	56.0 dB
6/17/2021 9:18	56.7 dB	67.9 dB	70.4 dB	72.5 dB	69.5 dB	59.5 dB
6/17/2021 9:19	57.5 dB	68.3 dB	70.7 dB	72.5 dB	70.5 dB	61.0 dB
6/17/2021 9:20	57.7 dB	69.2 dB	72.7 dB	76.0 dB	71.5 dB	61.5 dB
6/17/2021 9:21	60.4 dB	70.4 dB	72.2 dB	75.0 dB	73.5 dB	64.0 dB
6/17/2021 9:22	55.0 dB	67.6 dB	69.7 dB	71.5 dB	69.0 dB	57.0 dB
6/17/2021 9:23	55.9 dB	66.9 dB	68.9 dB	70.5 dB	68.5 dB	57.5 dB
6/17/2021 9:24	55.7 dB	66.1 dB	68.5 dB	70.5 dB	67.5 dB	58.0 dB
6/17/2021 9:25	56.3 dB	66.3 dB	68.5 dB	70.0 dB	67.5 dB	58.5 dB
6/17/2021 9:26	56.8 dB	66.9 dB	69.0 dB	71.0 dB	69.0 dB	60.0 dB
6/17/2021 9:27	54.7 dB	66.5 dB	68.9 dB	70.5 dB	68.0 dB	56.0 dB
6/17/2021 9:28	54.8 dB	67.7 dB	71.4 dB	74.0 dB	69.5 dB	56.5 dB
6/17/2021 9:29	60.8 dB	69.4 dB	72.2 dB	74.5 dB	72.5 dB	65.5 dB
6/17/2021 9:30	55.2 dB	66.7 dB	70.2 dB	72.5 dB	68.5 dB	57.0 dB
6/17/2021 9:31	53.4 dB	66.3 dB	70.0 dB	73.0 dB	68.0 dB	55.0 dB
6/17/2021 9:32	53.9 dB	65.6 dB	68.0 dB	69.5 dB	67.0 dB	55.0 dB
6/17/2021 9:33	60.8 dB	69.2 dB	70.9 dB	73.5 dB	72.5 dB	65.5 dB
6/17/2021 9:34	56.5 dB	69.1 dB	70.4 dB	72.5 dB	71.0 dB	60.0 dB
6/17/2021 9:35	55.5 dB	68.3 dB	70.8 dB	72.5 dB	69.5 dB	57.5 dB
6/17/2021 9:36	55.7 dB	68.7 dB	71.5 dB	72.5 dB	70.0 dB	57.0 dB
Average	**56.4 dB**					**58.8 dB**

NM-7

Start Date & Time	LAeq	LCeq	LZeq	LZF 10%	LCF 10%	LAF 10%
6/17/2021 8:30	56.8 dB	69.9 dB	72.8 dB	74.5 dB	71.5 dB	58.5 dB
6/17/2021 8:31	58.5 dB	71.3 dB	74.1 dB	76.5 dB	73.5 dB	59.5 dB
6/17/2021 8:32	60.2 dB	71.5 dB	73.9 dB	76.0 dB	73.5 dB	63.0 dB
6/17/2021 8:33	58.3 dB	77.3 dB	79.8 dB	84.0 dB	82.0 dB	59.5 dB
6/17/2021 8:34	58.8 dB	79.6 dB	81.9 dB	84.0 dB	82.0 dB	60.5 dB
6/17/2021 8:35	59.3 dB	78.8 dB	81.4 dB	83.5 dB	81.5 dB	59.0 dB
6/17/2021 8:36	57.5 dB	76.8 dB	79.2 dB	83.0 dB	80.5 dB	59.0 dB
6/17/2021 8:37	58.1 dB	69.7 dB	72.7 dB	75.5 dB	72.5 dB	60.0 dB
6/17/2021 8:38	56.6 dB	69.2 dB	72.8 dB	75.0 dB	70.5 dB	58.0 dB
6/17/2021 8:39	60.3 dB	71.3 dB	74.1 dB	76.5 dB	73.5 dB	64.0 dB
6/17/2021 8:40	57.1 dB	68.2 dB	71.3 dB	73.5 dB	70.5 dB	59.5 dB
6/17/2021 8:41	60.1 dB	70.7 dB	73.1 dB	74.5 dB	72.5 dB	63.0 dB
6/17/2021 8:42	58.7 dB	73.5 dB	75.5 dB	77.5 dB	75.5 dB	61.5 dB
6/17/2021 8:43	55.9 dB	70.8 dB	74.9 dB	78.0 dB	73.5 dB	57.5 dB
6/17/2021 8:44	66.0 dB	77.9 dB	78.9 dB	83.0 dB	82.0 dB	69.0 dB
6/17/2021 8:45	56.1 dB	70.2 dB	73.0 dB	76.0 dB	72.5 dB	57.5 dB
6/17/2021 8:46	56.1 dB	68.3 dB	72.9 dB	74.5 dB	69.5 dB	57.5 dB
6/17/2021 8:47	57.9 dB	70.7 dB	74.6 dB	77.5 dB	74.0 dB	60.0 dB
6/17/2021 8:48	60.4 dB	69.3 dB	74.7 dB	77.0 dB	71.5 dB	64.5 dB
6/17/2021 8:49	57.0 dB	69.0 dB	72.0 dB	74.0 dB	70.5 dB	59.0 dB
6/17/2021 8:50	56.0 dB	68.6 dB	71.8 dB	74.0 dB	70.0 dB	58.0 dB
6/17/2021 8:51	56.0 dB	69.5 dB	73.5 dB	75.5 dB	71.0 dB	57.5 dB
6/17/2021 8:52	56.5 dB	67.7 dB	70.9 dB	72.5 dB	69.0 dB	58.0 dB
6/17/2021 8:53	59.3 dB	70.9 dB	75.6 dB	79.0 dB	74.0 dB	61.5 dB
6/17/2021 8:54	56.8 dB	67.4 dB	70.5 dB	72.5 dB	69.5 dB	57.5 dB
6/17/2021 8:55	57.5 dB	68.0 dB	70.2 dB	72.0 dB	69.5 dB	59.0 dB
6/17/2021 8:56	61.4 dB	69.9 dB	71.8 dB	73.5 dB	72.0 dB	64.5 dB
6/17/2021 8:57	57.2 dB	68.5 dB	70.9 dB	72.5 dB	70.0 dB	60.0 dB
6/17/2021 8:58	59.9 dB	68.7 dB	72.0 dB	73.5 dB	70.5 dB	63.5 dB
6/17/2021 8:59	61.3 dB	70.6 dB	76.6 dB	79.0 dB	72.5 dB	63.5 dB
6/17/2021 9:00	59.0 dB	68.9 dB	72.4 dB	74.5 dB	71.0 dB	62.0 dB
6/17/2021 9:01	57.9 dB	69.9 dB	72.6 dB	74.5 dB	72.0 dB	59.5 dB
6/17/2021 9:02	58.1 dB	70.0 dB	75.1 dB	77.0 dB	72.5 dB	60.5 dB
6/17/2021 9:03	61.9 dB	75.5 dB	77.5 dB	81.0 dB	80.0 dB	65.0 dB
6/17/2021 9:04	57.6 dB	70.7 dB	73.2 dB	76.0 dB	73.0 dB	60.5 dB
6/17/2021 9:05	57.1 dB	68.7 dB	72.0 dB	74.0 dB	70.5 dB	59.5 dB
6/17/2021 9:06	58.5 dB	69.0 dB	72.2 dB	74.5 dB	71.0 dB	62.0 dB
6/17/2021 9:07	56.1 dB	68.5 dB	73.4 dB	75.5 dB	70.5 dB	58.5 dB
6/17/2021 9:08	57.5 dB	69.7 dB	74.1 dB	77.0 dB	71.5 dB	59.5 dB
6/17/2021 9:09	59.4 dB	77.2 dB	78.8 dB	82.5 dB	81.5 dB	63.5 dB
6/17/2021 9:10	57.1 dB	70.3 dB	75.6 dB	78.5 dB	73.0 dB	58.5 dB
6/17/2021 9:11	61.3 dB	72.5 dB	77.1 dB	79.5 dB	75.5 dB	65.0 dB
6/17/2021 9:12	59.3 dB	73.8 dB	75.6 dB	79.5 dB	78.0 dB	64.0 dB
6/17/2021 9:13	58.0 dB	69.5 dB	73.7 dB	76.5 dB	71.5 dB	60.0 dB
6/17/2021 9:14	56.5 dB	67.2 dB	70.6 dB	72.5 dB	68.5 dB	58.5 dB
6/17/2021 9:15	57.2 dB	69.8 dB	72.4 dB	74.5 dB	72.5 dB	58.0 dB
6/17/2021 9:16	56.3 dB	69.3 dB	71.6 dB	73.5 dB	71.0 dB	57.5 dB
6/17/2021 9:17	57.5 dB	69.0 dB	73.2 dB	75.5 dB	71.0 dB	60.0 dB
6/17/2021 9:18	59.3 dB	71.0 dB	73.6 dB	75.5 dB	73.0 dB	62.0 dB
6/17/2021 9:19	57.5 dB	71.7 dB	75.4 dB	78.5 dB	74.5 dB	59.5 dB
6/17/2021 9:20	60.6 dB	71.8 dB	74.0 dB	77.0 dB	75.0 dB	65.5 dB
6/17/2021 9:21	61.7 dB	72.5 dB	75.0 dB	78.0 dB	76.0 dB	65.5 dB
6/17/2021 9:22	59.3 dB	69.9 dB	72.1 dB	74.5 dB	72.5 dB	61.0 dB
6/17/2021 9:23	60.2 dB	68.8 dB	71.5 dB	73.5 dB	70.5 dB	63.0 dB
6/17/2021 9:24	58.0 dB	68.3 dB	70.3 dB	72.0 dB	70.0 dB	60.5 dB
6/17/2021 9:25	59.6 dB	68.4 dB	70.7 dB	72.5 dB	70.5 dB	63.0 dB
6/17/2021 9:26	58.4 dB	68.4 dB	70.6 dB	72.5 dB	70.0 dB	60.5 dB
6/17/2021 9:27	58.2 dB	70.6 dB	74.6 dB	77.5 dB	73.0 dB	60.0 dB
6/17/2021 9:28	61.1 dB	69.7 dB	71.8 dB	75.0 dB	73.5 dB	64.0 dB
6/17/2021 9:29	61.3 dB	71.2 dB	75.1 dB	78.0 dB	73.0 dB	65.0 dB
6/17/2021 9:30	56.1 dB	69.3 dB	74.5 dB	78.5 dB	72.5 dB	57.5 dB
6/17/2021 9:31	56.6 dB	68.3 dB	70.9 dB	72.5 dB	70.0 dB	59.5 dB
6/17/2021 9:32	59.4 dB	69.7 dB	71.8 dB	74.0 dB	72.0 dB	63.0 dB
6/17/2021 9:33	60.9 dB	69.9 dB	71.8 dB	74.5 dB	73.0 dB	65.5 dB
6/17/2021 9:34	58.6 dB	71.6 dB	73.3 dB	75.0 dB	73.5 dB	61.0 dB
6/17/2021 9:35	58.9 dB	70.1 dB	72.3 dB	74.0 dB	72.0 dB	60.5 dB
6/17/2021 9:36	61.2 dB	70.6 dB	72.9 dB	75.0 dB	73.0 dB	63.5 dB
6/17/2021 9:37	64.4 dB	70.6 dB	73.2 dB	74.5 dB	71.5 dB	59.5 dB
Average	**58.6 dB**					**61.0 dB**

APPENDIX B

Construction Schedule

Broadway Triangle - Phasing Plan

	2020		2021				2022				2023				2024				2025			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Site A2	Pre-dev										Construction								Conversion		Occupancy	
Site C	Pre-dev						Construction								Conversion		Occupancy					

APPENDIX C

WRP Consistency Assessment Form

FOR INTERNAL USE ONLY	WRP No. _____
Date Received: _____	DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)* which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: HPD on behalf of Unified Neighborhood Partners

Name of Applicant Representative: Gallagher Bassett Technical Services (GBTS)

Address: 22 IBM Rd Suite 101, Poughkeepsie, NY 12601

Telephone: 845-867-4719 Email: megan_king@gbtpa.com

Project site owner (if different than above): NYC HPD

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

See attached.

2. Purpose of activity

See attached.

C. PROJECT LOCATION

Borough: Brooklyn Tax Block/Lot(s): Block 2269, Lots 25 and 52

Street Address: 29-31 Bartlett Street and 100 Throop Avenue

Name of water body (if located on the waterfront): N/A

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☑ Yes ☐ No

- ☐ City Map Amendment
- ☐ Zoning Map Amendment
- ☐ Zoning Text Amendment
- ☐ Site Selection – Public Facility
- ☐ Housing Plan & Project
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____
- ☐ Zoning Certification
- ☐ Zoning Authorizations
- ☐ Acquisition – Real Property
- ☑ Disposition – Real Property
- ☑ Other, explain: ULURP
- ☐ Concession
- ☑ UDAAP
- ☐ Revocable Consent
- ☐ Franchise

Board of Standards and Appeals ☐ Yes ☑ No

- ☐ Variance (use)
- ☐ Variance (bulk)
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

- ☐ Legislation
- ☐ Rulemaking
- ☐ Construction of Public Facilities
- ☐ 384 (b) (4) Approval
- ☐ Other, explain: _____
- ☑ Funding for Construction, specify: _____
- ☐ Policy or Plan, specify: _____
- ☐ Funding of Program, specify: _____
- ☐ Permits, specify: _____

State Actions/Approvals/Funding

- ☐ State permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Federal Actions/Approvals/Funding

- ☐ Federal permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Is this being reviewed in conjunction with a Joint Application for Permits? ☐ Yes ☑ No

E. LOCATION QUESTIONS

1.	Does the project require a waterfront site?	☐ Yes	☑ No
2.	Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters?	☐ Yes	☑ No
3.	Is the project located on publicly owned land or receiving public assistance?	☑ Yes	☐ No
4.	Is the project located within a FEMA 1% annual chance floodplain? *(6.2)*	☐ Yes	☑ No
5.	Is the project located within a FEMA 0.2% annual chance floodplain? *(6.2)*	☑ Yes	☐ No
6.	Is the project located adjacent to or within a special area designation? *See Maps – Part III of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).*	☐ Yes	☑ No

- ☐ Significant Maritime and Industrial Area (SMIA) (*2.1*)
- ☐ Special Natural Waterfront Area (SNWA) (*4.1*)
- ☐ Priority Maritime Activity Zone (PMAZ) (*3.5*)
- ☐ Recognized Ecological Complex (REC) (*4.4*)
- ☐ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (*2.2, 4.2*)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder *or* Not Applicable (N/A). *For more information about consistency review process and determination, see* ***Part I*** *of the NYC Waterfront Revitalization Program. When assessing each policy, review the full policy language, including all sub-policies, contained within* ***Part II*** *of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).*

For those policies checked Promote *or* Hinder, *provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.*

		Promote	Hinder	N/A
1	**Support and facilitate commercial and residential redevelopment in areas well-suited to such development.**	☑	☐	☐
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	☑	☐	☐
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	☐	☐	☑
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	☑	☐	☐
1.4	In areas adjacent to SMIAs, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	☐	☐	☑
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	☑	☐	☐

		Promote	Hinder	N/A
2	**Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.**	☐	☐	☑
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	☐	☐	☑
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	☐	☐	☑
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	☐	☐	☑
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	☐	☐	☑
3	**Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.**	☐	☐	☑
3.1.	Support and encourage in-water recreational activities in suitable locations.	☐	☐	☑
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	☐	☐	☑
3.3	Minimize conflicts between recreational boating and commercial ship operations.	☐	☐	☑
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	☐	☐	☑
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	☐	☐	☑
4	**Protect and restore the quality and function of ecological systems within the New York City coastal area.**	☐	☐	☑
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	☐	☐	☑
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	☐	☐	☑
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	☐	☐	☑
4.5	Protect and restore tidal and freshwater wetlands.	☐	☐	☑
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	☐	☐	☑
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	☐	☐	☑
4.8	Maintain and protect living aquatic resources.	☐	☐	☑

		Promote	Hinder	N/A
5	**Protect and improve water quality in the New York City coastal area.**	☐	☐	☑
5.1	Manage direct or indirect discharges to waterbodies.	☐	☐	☑
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	☐	☐	☑
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	☐	☐	☑
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	☐	☐	☑
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	☐	☐	☑
6	**Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.**	☐	☐	☑
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	☐	☐	☑
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in *New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms*) into the planning and design of projects in the city's Coastal Zone.	☐	☐	☑
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	☐	☐	☑
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	☐	☐	☑
7	**Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.**	☐	☐	☑
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	☐	☐	☑
7.2	Prevent and remediate discharge of petroleum products.	☐	☐	☑
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	☐	☐	☑
8	**Provide public access to, from, and along New York City's coastal waters.**	☐	☐	☑
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	☐	☐	☑
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	☐	☐	☑
8.3	Provide visual access to the waterfront where physically practical.	☐	☐	☑
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	☐	☐	☑

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	☐	☐	☑
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	☐	☐	☑
9	**Protect scenic resources that contribute to the visual quality of the New York City coastal area.**	☐	☐	☑
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	☐	☐	☑
9.2	Protect and enhance scenic values associated with natural resources.	☐	☐	☑
10	**Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.**	☐	☐	☑
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	☐	☐	☑
10.2	Protect and preserve archaeological resources and artifacts.	☐	☐	☑

G. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: Megan King

Address: 22 IBM Rd Suite 101, Poughkeepsie, NY

Telephone: 845 867 4719 Email: megan_king@gbtpa.com

Applicant/Agent's Signature: _____

Date: 3/14/22

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the NYS Department of State Office of Planning and Development and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning
Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3696
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State
Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
518-474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- ☑ Copy of original signed NYC Consistency Assessment Form
- ☑ Attachment with consistency assessment statements for all relevant policies
- ☐ For Joint Applications for Permits, one (1) copy of the complete application package
- ☑ Environmental Review documents
- ☑ Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.
- ☑ Policy 6.2 Flood Elevation worksheet, if applicable. For guidance on applicability, refer to the WRP Policy 6.2 Guidance document available at www.nyc.gov/wrp

BROADWAY TRIANGLE
WRP Policy Assessment Written Statements

SECTION B – Proposed Activity

Part 1 – Project Description

The Proposed Project, inclusive of parcels A2 (29-31 Bartlett Street; Block 2269, Lot 52) and C (100 Throop Avenue; Block 2269, Lot 25), consists of 169 units of affordable housing developed across two new buildings with a total of 168,381 gross square feet of residential space, and 6,730 gross square feet of commercial space located in the South Williamsburg neighborhood of Brooklyn, Community District 1. The Proposed Project will be developed under HPD's Extremely Low & Low-Income Affordability Program ("ELLA").

The Proposed Project may also receive New York City Resolution A funding. The Proposed Project is intended to be developed in two phases. The first phase would consist of Site C, which would begin construction in the first quarter of 2022, and complete construction 24 months later. The second phase would involve Site A2, which would begin construction in the first quarter of 2023, and complete construction 24 months later. The project would be fully built and operational by 2025

Part 2 – Statement of Purpose

The project sponsor intends for the Proposed Project to create opportunities for new affordable housing development on vacant lots and in an area where a strong demand for affordable housing exists. The Proposed Project would bring further redevelopment and improvement to the neighborhood, while also providing affordable housing to longtime existing residents and their families.

SECTION E – Location

Location Summary

The Project Sites, which are currently owned by the New York City Department of Housing Preservation and Development (HPD), are not waterfront property. The Project Sites are located in FEMA Flood Zone X, which is defined as an area of minimal flood hazard with a 0.2% annual chance of flooding (see Attachments A and B). The Project Sites are not located in a Significant Maritime Industrial Area (SMIA), Special Natural Waterfront Area (SNWA), Priority Maritime Activity Zone (PMAZ), Recognized Ecological Complex (REC), or the West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA).

SECTION F – WRP Policy Assessment

Part 1.1

Both Project Sites are currently vacant. Approval of the proposed actions will facilitate the development of the Proposed Project consisting of 169 units of affordable housing developed across two new

buildings with a total of 168,381 gross square feet of residential space, and 6,730 gross square feet of commercial space.

The Project Sites were originally zoned M1-2, which allows for light industrial, commercial and limited community facility uses and are often considered industrial buffer zones, used in areas where industrial uses are adjacent to residences and other sensitive uses. As a result of zoning amendments made in the 2009 Broadway Triangle FEIS, both Project Sites are now zoned R7A with a C2-4 overlay. The Proposed Project is therefore consistent with current zoning and will result in commercial and residential redevelopment in an appropriate Coastal Zone area.

Part 1.2

The Proposed Project is not located on a waterfront property and will therefore have no impact on the waterfront.

Part 1.3

The Project is compatible with the surrounding area infrastructure and available community services. As per the thresholds outlined in the CEQR Technical Manual, the additional school-aged children introduced by the Project will not impact the public school system or place undue pressure on nearby libraries or child care facilities.

There are several NYCT bus routes serving the Project area, including routes B43, B46, and B47. The elevated rail for the BMT Jamaica Line of the New York City Subway is located one block northeast of Site C.

Part 1.4

This Proposed Project is not located adjacent to SMIAs.

Part 1.5

The Project Sites are not located in the current 1% Annual Chance Floodplain, but are located within the 2080s 1% Annual Chance Floodplain (the Proposed Project is expected to meet the end of its useful life by 2075; see Attachment C). No project features would be located below the elevation of Mean Higher High Water over the lifespan of the project under any sea level rise scenario and no other coastal hazards are likely to affect the project, currently or in the future (see Attachment D).

The current base flood elevation is 11 feet above mean sea level. By 2080 the 1% base flood elevation is expected to increase by 13 (10^{th} percentile) to 58 (90^{th} percentile) inches. As per the Mayor's Office of Recovery and Resiliency, the 50^{th} percentile sea level rise projection (29 inches) is recommended for the purposes of project design. The Proposed Project has integrated consideration of climate change and sea level rise into development plans by elevating all critical electrical and mechanical systems, residential living areas, and public access areas in the on-site structures to approximately 10 inches above grade.

Site A2 will sit at approximately 13.7 feet above present-day mean sea level after grading and Site C will sit at approximately 15.2 feet above present-day mean sea level after grading (see Attachments E and F). Accounting for the design flood elevation, Site A2 will sit a total of approximately 14.5 feet above mean sea level and Site C will sit a total of approximately 16 feet above mean sea level. The resulting buffer between the ground floor utilities at Sites A2 and C (the Proposed Project's only critical features) and the base flood elevation of the 50th percentile 2080s 1% Annual Chance Floodplain (13.42 feet) is 1.08 feet and 2.58 feet, respectively (see Attachments G and H). In the event that sea level rises past the 50th percentile estimate, only Site A2 has the potential to be affected and only under the 90th percentile sea level rise estimate. However, post-construction retrofitting would allow for equipment elevation should it become necessary, which would mitigate any potential risk. Additionally, New York City is in the process of improving its stormwater management systems. As those systems become more advanced, the risk of flooding will be further reduced.

Due to the significant buffer provided by the Proposed Project's design flood elevation, the evolving nature of NYC's stormwater management systems, and the option of further elevating ground floor utilities should it become necessary, no adverse impacts are expected to occur during any future flood events over the life of the Proposed Project. All project features would be protected through flood damage reduction elements and future adaptive measures. The Proposed Project is therefore consistent with Policy 6.2 of the Waterfront Revitalization Program.

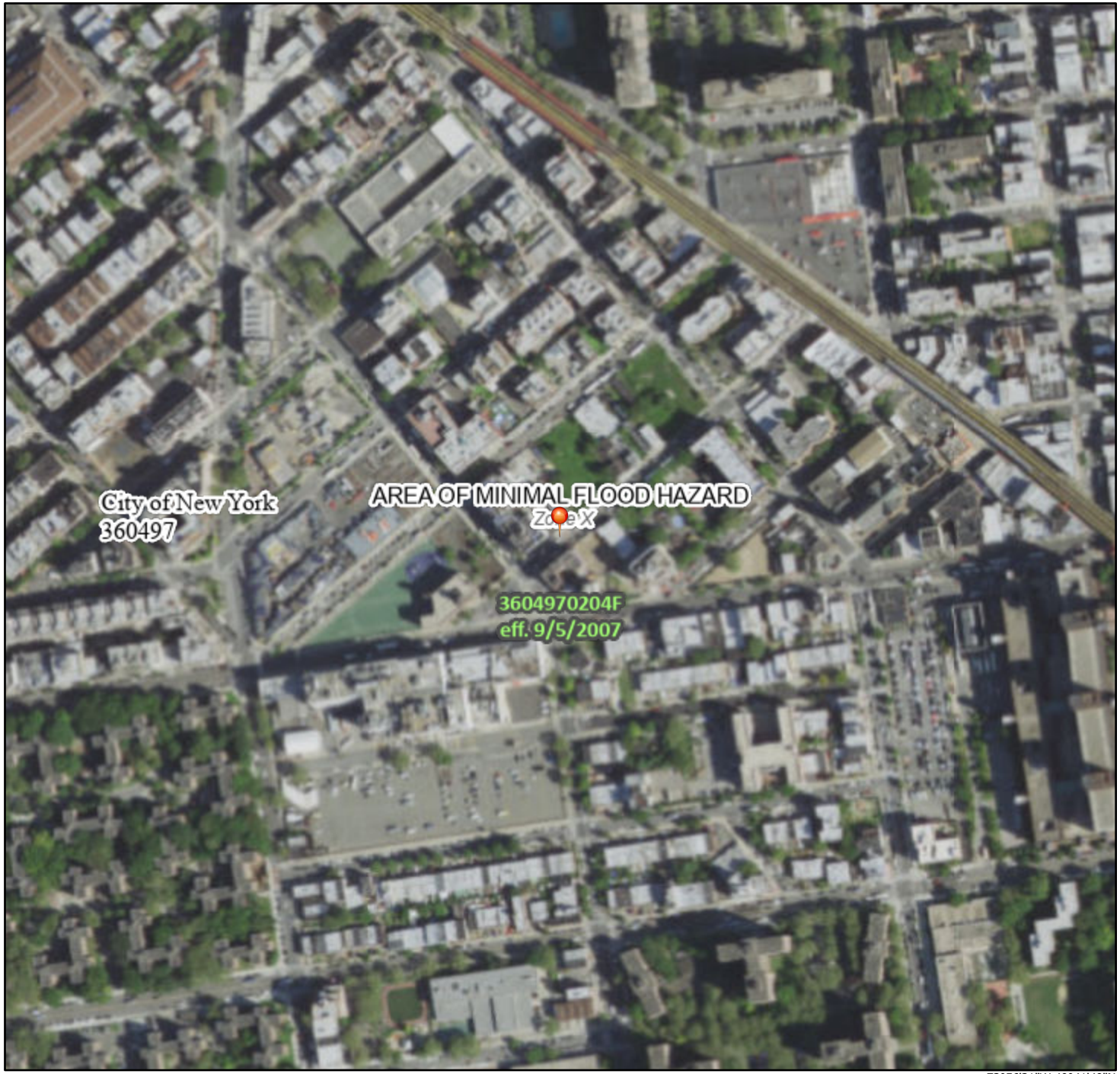
ATTACHMENT A

Site A2 FIRMette

National Flood Hazard Layer FIRMette

FEMA

73°57'9"W 40°42'16"N



73°56'31"W 40°41'49"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

Site A2

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 2/14/2022 at 1:24 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

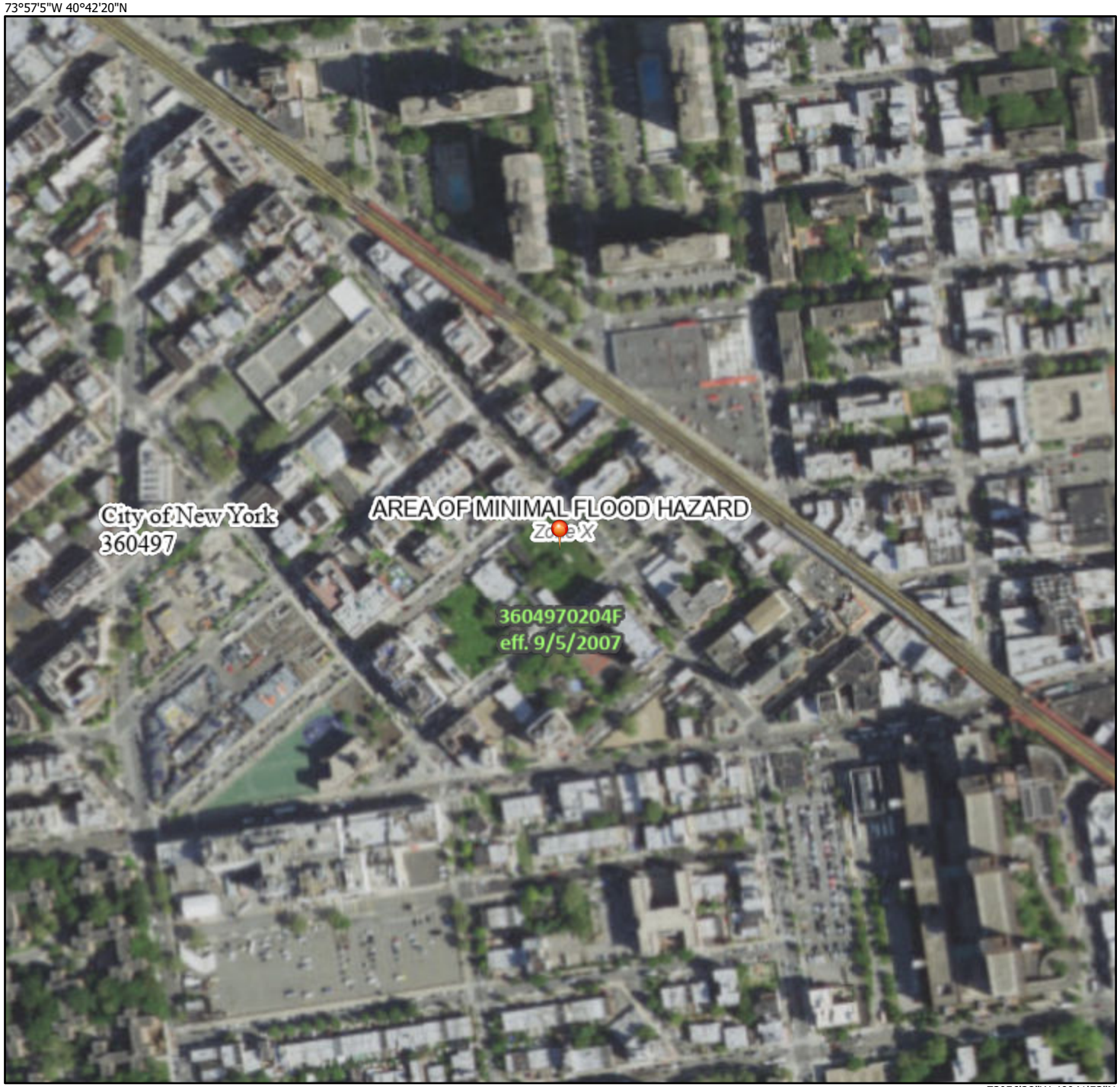
ATTACHMENT B

Site C FIRMette

National Flood Hazard Layer FIRMette

FEMA

73°57'5"W 40°42'20"N



73°56'28"W 40°41'53"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

Site C

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

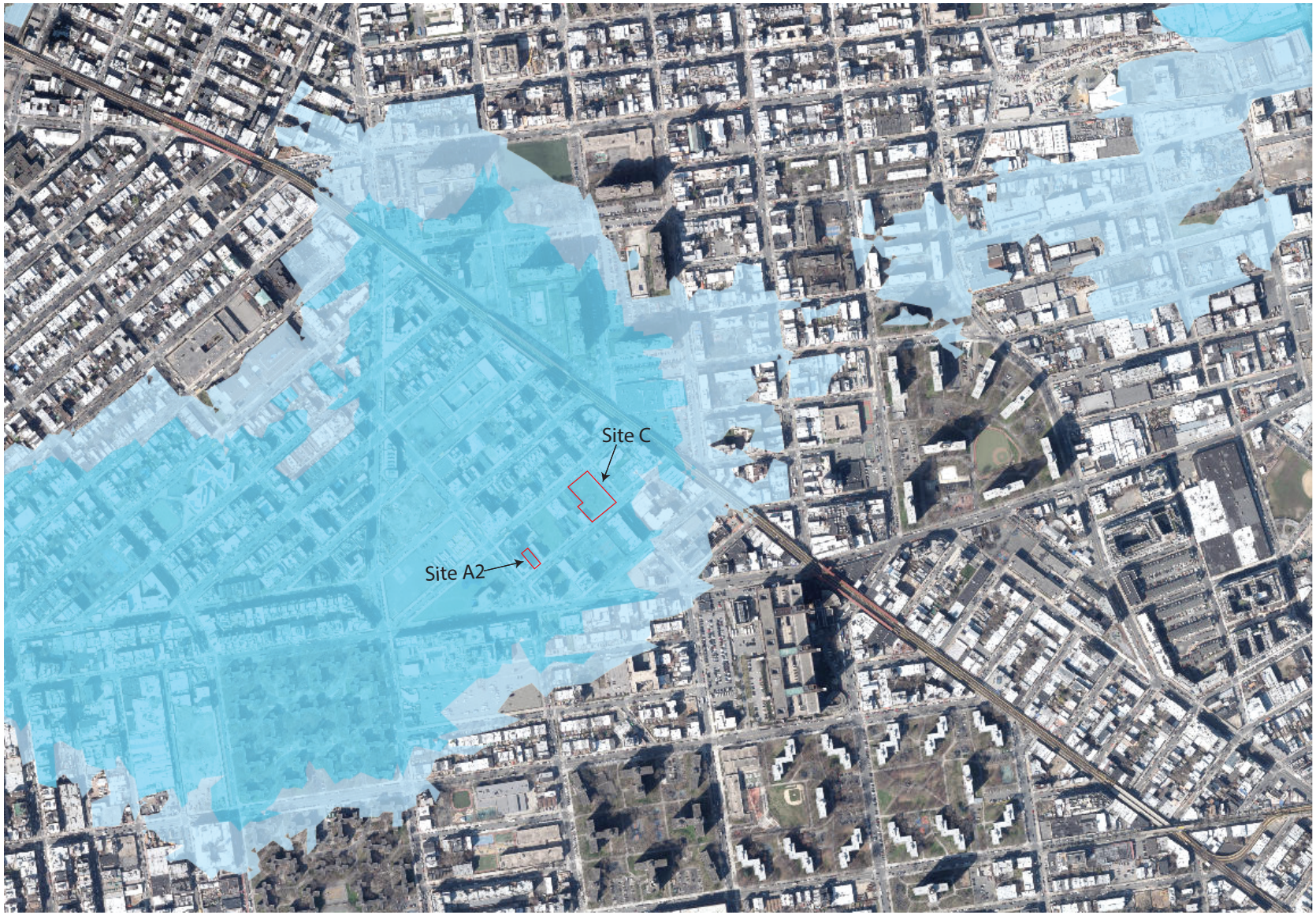
This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 3/14/2022 at 2:12 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

ATTACHMENT C

Future Floodplain 2080s



Future Floodplain 2080s

1% Annual Chance Floodplain

0.2% Annual Chance Floodplain

Sites

N

ATTACHMENT D

High Tide 2080s



High Tide 2080s

Low Estimate (13 inches SLR)

Low-Mid Estimate (18 inches SLR)

Middle Estimate (29 inches SLR)

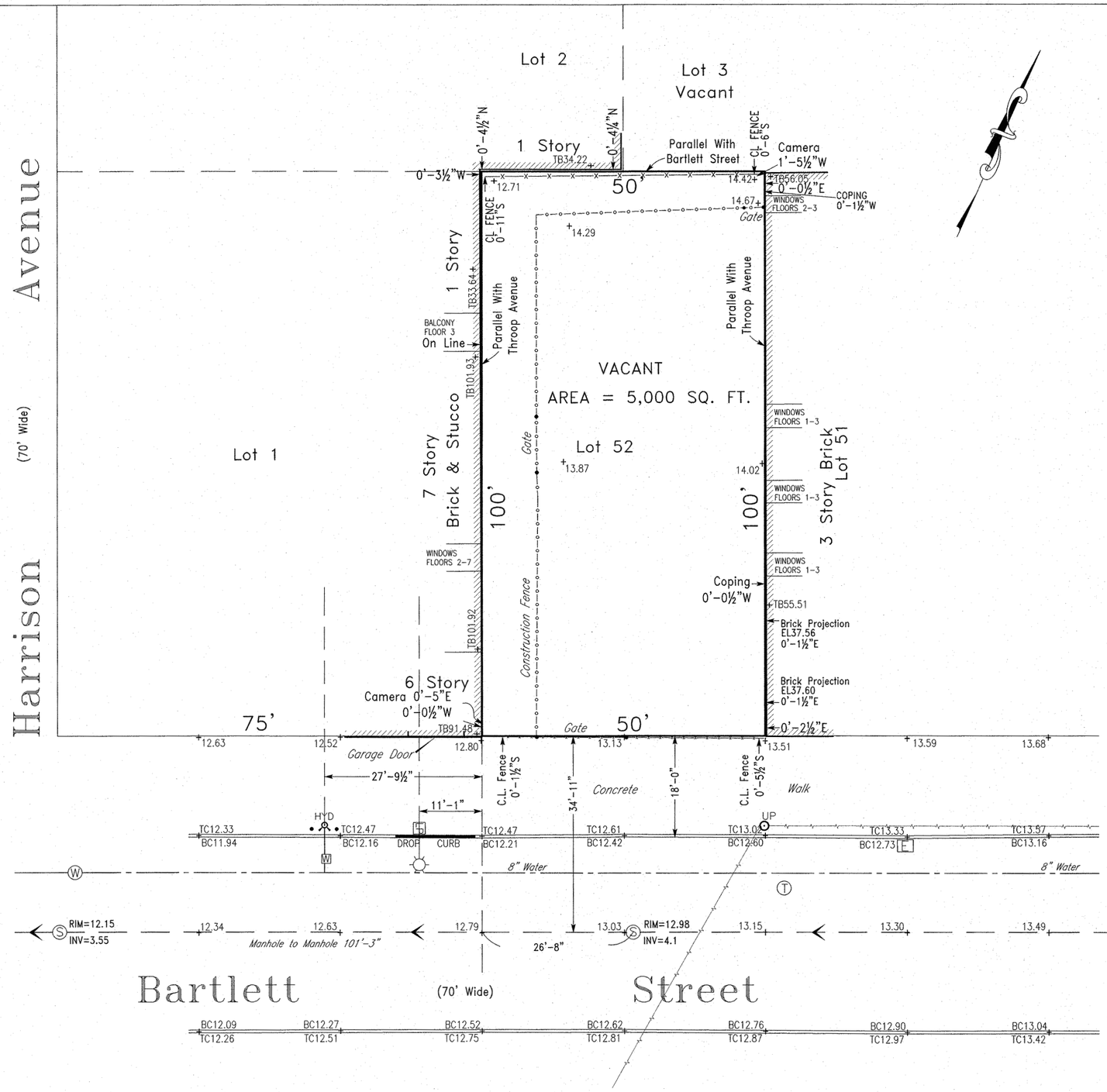
Mid-High Estimate (39 inches SLR)

High Estimate (58 inches SLR)

N

ATTACHMENT E

Site Survey – Site A2



LEGEND

Sewer Manhole	S
WaterManhole	W
Electric Manhole	E
Monitoring Well	MW
Tree & Caliper	8"
Catch Basin	
Water Valve	W
Gas Valve	G
Fire Hydrant	HYD
Light Pole	L.P.
Traffic Signal	
Traffic Sign	T.S.
Pedestrian Ramp	

Top Curb Elevation	TC48.65
Bottom Curb Elevation	+BC48.40
Legal Grade	LG49.52
Rim Elevation	RIM=48.97
Invert	Inv=36.9
Top Catch Basin Elevation	TCB48.65
Bottom Catch Basin Elevation	BCB48.40
Spot Elevation	+48.56
Top of Building Elevation	+TB48.56
Chain Link Fence	
Steel Face Curb	
Concrete or Stone Curb	
Drop Curb	
Sewer Line	
Water Line	
Gas Line	

Notes:

1) ALL ELEVATIONS SHOWN HEREON REFER TO THE NAVD 1988 DATUM.
2) ALL SUBSURFACE UTILITIES SHOWN HEREON WERE OBTAINED FROM CITY DEPARTMENTS AND PRIVATE UTILITY COMPANIES AND SAID UTILITIES ARE APPROXIMATE ONLY AND NOT GUARANTEED BY THE SURVEYOR. CONSULT APPROPRIATE DEPARTMENT OR COMPANY BEFORE DESIGNING ANY CONNECTIONS.
3) NONVISIBLE EASEMENTS, RECORDED OR UNRECORDED. NOT SHOWN.
4) THERE ARE NO VISIBLE STREAMS OR WATERCOURSES ON THE PROPERTY AS SHOWN ON THIS SURVEY.
5) UNDERGROUND FOUNDATIONS OR SUBSTRUCTURES NOT VISIBLE NOT SHOWN.

UNAUTHORIZED ALTERATION OR ADDITION TO THIS SURVEY IS A VIOLATION OF SEC. 7209 OF THE NEW YORK STATE EDUCATION LAW.
ONLY COPIES FROM THE ORIGINAL OF THIS SURVEY MARKED WITH AN ORIGINAL OF THE LAND SURVEYOR'S INKED SEAL OR EMBOSSED SEAL SHALL BE CONSIDERED A VALID TRUE COPY.
CERTIFICATIONS INDICATED HEREON SHALL RUN ONLY TO THE PERSON FOR WHOM THE SURVEY IS PREPARED AND ON HIS BEHALF TO THE TITLE COMPANY, GOVERNMENTAL AGENCY AND LENDING INSTITUTION LISTED HEREON, AND TO THE ASSIGNEES OF THE LENDING INSTITUTION. CERTIFICATIONS ARE NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS.

TAX BLOCK 2269, LOT 52
BOROUGH OF BROOKLYN, CITY OF NEW YORK

SITE A-2

ERLANDSEN-CROWELL & SHAW
FOUNDED IN 1852 BY E.W. CONKLIN
Civil Engineers & City Surveyors
241 JERICHO TPKE NEW HYDE PARK, NY 11040 516-326-4353 718-526-0339

DATE: December 18, 2019
ADDITIONAL INFORMATION: APRIL 20, 2020

Scale: 1"=16'

69895

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ATTACHMENT F

Site Survey – Site C

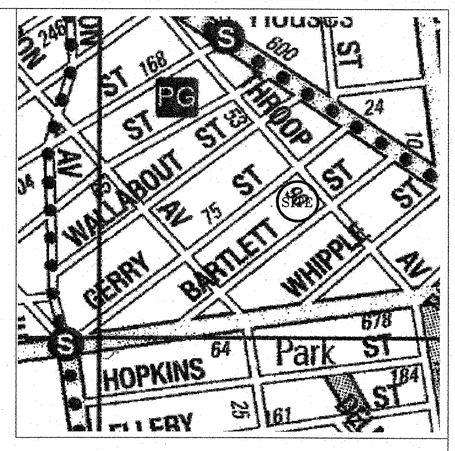
LEGEND

Sewer Manhole	Ⓢ
Water Manhole	Ⓦ
Electric Manhole	Ⓔ
Monitoring Well	Monitoring Well
Tree & Caliper	8"
Catch Basin	
Water Valve	W
Gas Valve	G
Fire Hydrant	HYD
Light Pole	L.P.
Traffic Signal	
Traffic Sign	T.S.
Pedestrian Ramp	

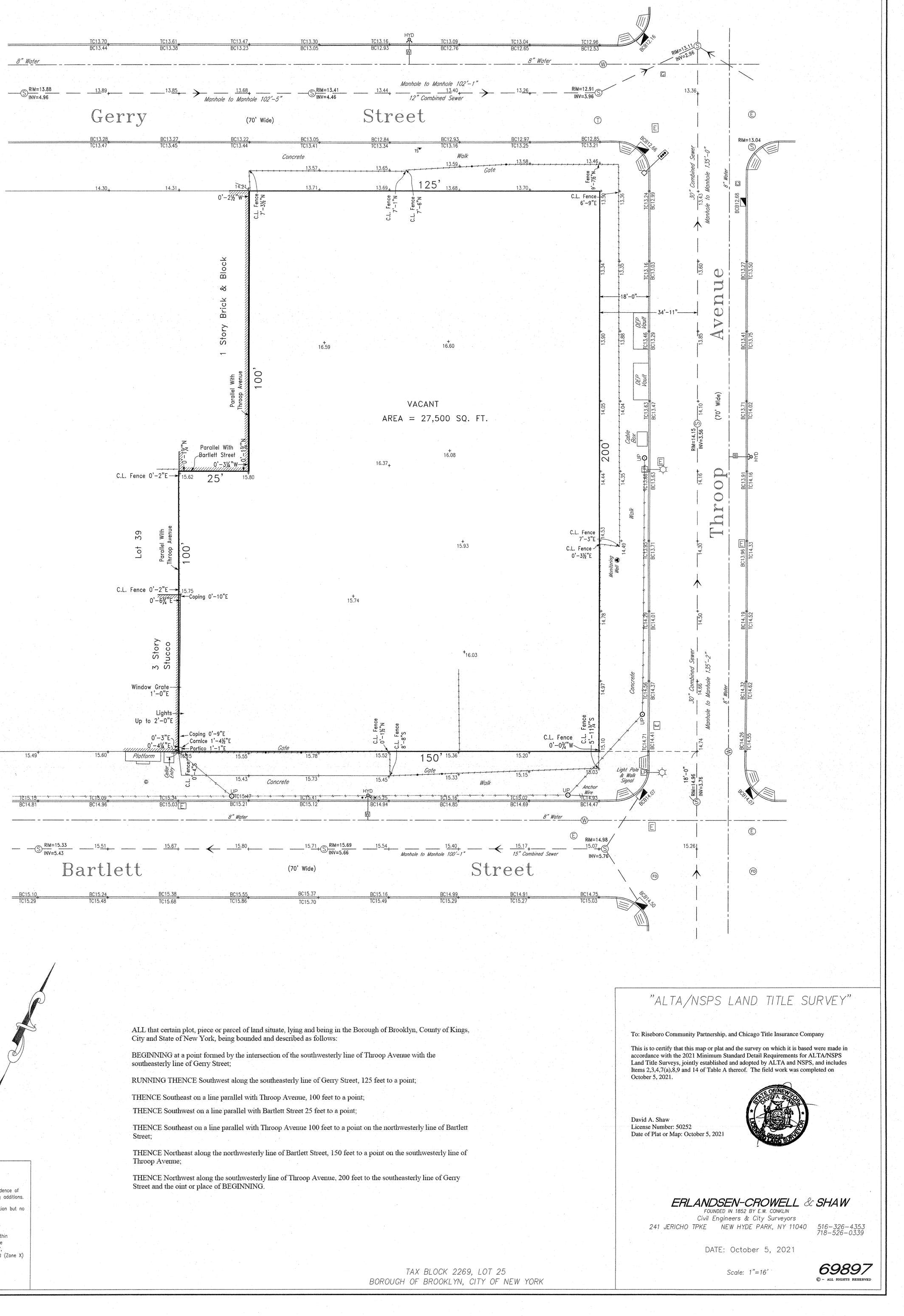
Top Curb Elevation	TC48.65
Bottom Curb Elevation	BC48.40
Legal Grade	LG49.52
Rim Elevation	RIM=48.97
Invert	Inv=36.9
Top Catch Basin Elevation	TCB48.65
Bottom Catch Basin Elevation	BCB48.40
Spot Elevation	+48.56
Chain Link Fence	
Steel Face Curb	
Concrete or Stone Curb	
Drop Curb	
Sewer Line	
Water Line	
Gas Line	

Notes:

1) ALL ELEVATIONS SHOWN HEREON REFER TO THE NAVD 1988 DATUM.
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3) NONVISIBLE EASEMENTS, RECORDED OR UNRECORDED. NOT SHOWN.
4) THERE ARE NO VISIBLE STREAMS OR WATERCOURSES ON THE PROPERTY AS SHOWN ON THIS SURVEY.
5) UNDERGROUND FOUNDATIONS OR SUBSTRUCTURES NOT VISIBLE NOT SHOWN.



Vicinity Map



NOTES

1) At the time of this survey there was no observable evidence of recent earth moving work, building construction, or building additions.
2) There is evidence of recent street or sidewalk construction but no proposed changes in street right of way lines.
3) There are no wetland areas delineated on this property.
4) No portion of the property shown on the survey lies within a special hazard area, as described on the Flood Insurance Rate Map Number 3604970204F, dated September 5, 2007, for the community in which the subject property is located (Zone X)
5) There are no parking spaces on this property.

ALL that certain plot, piece or parcel of land situate, lying and being in the Borough of Brooklyn, County of Kings, City and State of New York, being bounded and described as follows:

BEGINNING at a point formed by the intersection of the southwesterly line of Throop Avenue with the southeasterly line of Gerry Street;

RUNNING THENCE Southwest along the southeasterly line of Gerry Street, 125 feet to a point;

THENCE Southeast on a line parallel with Throop Avenue, 100 feet to a point;

THENCE Southwest on a line parallel with Bartlett Street 25 feet to a point;

THENCE Southeast on a line parallel with Throop Avenue 100 feet to a point on the northwesterly line of Bartlett Street;

THENCE Northeast along the northwesterly line of Bartlett Street, 150 feet to a point on the southwesterly line of Throop Avenue;

THENCE Northwest along the southwesterly line of Throop Avenue, 200 feet to the southeasterly line of Gerry Street and the oint or place of BEGINNING.

TAX BLOCK 2269, LOT 25
BOROUGH OF BROOKLYN, CITY OF NEW YORK

"ALTA/NSPS LAND TITLE SURVEY"

To: Riseboro Community Partnership, and Chicago Title Insurance Company

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 2,3,4,7(a),8,9 and 14 of Table A thereof. The field work was completed on October 5, 2021.

STATE OF NEW YORK · DAVID A. SHAW · LICENSED LAND SURVEYOR · 050252

David A. Shaw
License Number: 50252
Date of Plat or Map: October 5, 2021

ERLANDSEN-CROWELL & SHAW
FOUNDED IN 1852 BY E.W. CONKLIN
Civil Engineers & City Surveyors
241 JERICHO TPKE NEW HYDE PARK, NY 11040 516-326-4353 718-526-0339

DATE: October 5, 2021

Scale: 1"=16'

69897

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ATTACHMENT G

Flood Evaluation Worksheet – Site A2

NYC Waterfront Revitalization Program - Policy 6.2 Flood Elevation Workhsheet

COMPLETE INSTRUCTIONS ON HOW TO USE THIS WORKSHEET ARE PROVIDED IN THE "CLIMATE CHANGE ADAPTATION GUIDANCE" DOCUMENT AVAILABLE AT www.nyc.gov/wrp

Enter information about the project and site in highlighted cells in Tabs 1-3. Tab 4, "Summary Charts" contains primary results. Tab 5, "0.2%+SLR" produces charts to be used for critical infrastructure or facilities. Tab 6, "Calculations" contains background computations. Appendix A contains tide elevations for station across the city to be used for the elevation of MHHW if a site survey is not available. Non-highlighted cells have been locked.

Background Information	
Project Name	Broadway Triangle Site A2
Location	29-31 Bartlett Street, Brooklyn, New York
Type(s)	☑ Residential, Commercial, Community Facility ☐ Parkland, Open Space, and Natural Areas ☐ Tidal Wetland Restoration ☐ Critical Infrastructure or Facility ☐ Industrial Uses ☐ Over-water Structures ☐ Shoreline Structures ☐ Transportation ☐ Wastewater Treatment/Drainage ☐ Coastal Protection
Description	The Proposed Project is inclusive of parcels A2 (29-31 Bartlett Street; Block 2269, Lot 52) and C (100 Throop Avenue; Block 2269, Lot 25). Site A2 will be developed with a 9-story building with approximately 29 affordable dwelling units and approximately 27,890 gross square feet of residential space. The proposed building is expected to contain 7 studios, 14 one-bedrooms, and 8 two-bedrooms.
Planned Completion Date	2025
Expected Project Lifespan	50 years

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For technical assistance on using this worksheet, email wrp@planning.nyc.gov, using the message subject "Policy 6.2 Worksheet."

Last update: Sept. 7, 2018

Establish current tidal and flood heights.

	FT (NAVD88)	Feet	Datum	Source
MHHW	2.14	**2.14**	**NAVD88**	*Appendix A- Williamsburg Bridge (8518699)*
1% flood height	11.00	**11.00**	**NAVD88**	*DCP's Flood Hazard Mapper*
Design flood elevation	14.50	**14.50**	**NAVD88**	*Site Survey*
As relevant:				
0.2% flood height	#VALUE!	N/A		

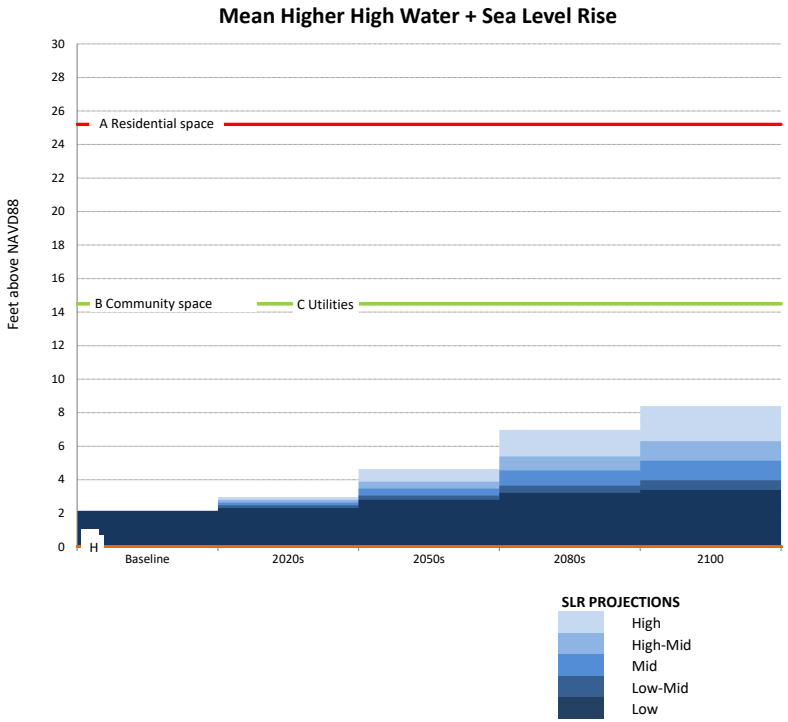
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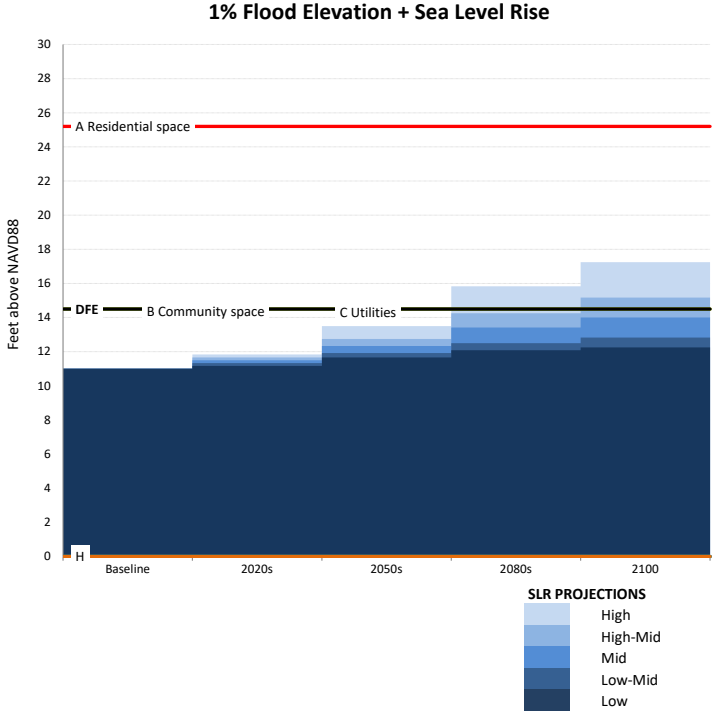
Datum	FT (NAVD88)
NAVD88	*0.00*
NGVD29	*-1.10*
Manhattan Datum	*1.65*
Bronx Datum	*1.51*
Brooklyn Datum (Sewer)	*0.61*
Brooklyn Datum (Highway)	*1.45*
Queens Datum	*1.63*
Richmond Datum	*2.09*

Describe key physical features of the project.

Feature *(enter name)*	Feature Category	Lifespan	Elevation	Units	Datum	Ft	Ft Above NAVD88	Ft Above MHHW	Ft Above 0.2% flood height
A Residential space	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	50	25.2	Feet	NAVD88	*25.2*	*25.2*	*23.1*	*#VALUE!*
Site A2 will contain approximately 29 affordable dwelling units and approximately 27,890 gross square feet of residential space. The proposed building is expected to contain 7 studios, 14 one-bedrooms, and 8 two-bedrooms. All residential uses are located on the second through ninth floors.									
B Community space	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	50	14.5	Feet	NAVD88	*14.5*	*14.5*	*12.4*	*#VALUE!*
Community spaces, located on the first floor, include lounge areas, bike storage, building storage and a community room.									
C Utilities	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	50	14.5	Feet	NAVD88	*14.5*	*14.5*	*12.4*	*#VALUE!*
Both buildings will use 100% electric heating and cooling. All utilities, including the electric, telecom, fire pump, and trash compactor, are located 10" above ground surface on the first floor.									
D	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
E	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
F	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
G	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
H	☐ Vulnerable ☐ Critical ☑ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									

Assess project vulnerability over a range of sea level rise projections.





	SLR (ft)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	0.00	0.00	0.00	0.00	0.00
2020s	0.17	0.33	0.50	0.67	0.83
2050s	0.67	0.92	1.33	1.75	2.50
2080s	1.08	1.50	2.42	3.25	4.83
2100	1.25	1.83	3.00	4.17	6.25

	SLR (in)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
2014	0	0	0	0	0
2020s	2	4	6	8	10
2050s	8	11	16	21	30
2080s	13	18	29	39	58
2100	15	22	36	50	75

	MHHW+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	2.14	2.14	2.14	2.14	2.14
2020s	2.31	2.47	2.64	2.81	2.97
2050s	2.81	3.06	3.47	3.89	4.64
2080s	3.22	3.64	4.56	5.39	6.97
2100	3.39	3.97	5.14	6.31	8.39

	1%+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	11.00	11.00	11.00	11.00	11.00
2020s	11.17	11.33	11.50	11.67	11.83
2050s	11.67	11.92	12.33	12.75	13.50
2080s	12.08	12.50	13.42	14.25	15.83
2100	12.25	12.83	14.00	15.17	17.25

A Residential space	25	25.2
B Community space	15	14.5
C Utilities	14.5	14.5
D	0	0
E	0	0
F	0	0
G	0	0
H	0	0
DFE	14.50	14.50

NOAA Tide Station Data

(to be used only when a site survey is unavailable)

Station ID	*Station Name*	*Source MHHW (Feet, NAVD88)**	*Adjusted MHHW (Feet, NAVD88)**	*Source*
8518687	Queensboro Bridge	2.27	2.60	NOAA Tides and Currents
8530095	Alpine	2.11	2.44	NOAA Tides and Currents
8516614	Glen Cove	3.72	4.05	NOAA Tides and Currents
8516990	Willets Point	3.72	4.05	NOAA Tides and Currents
8518639	Port Morris	3.33	3.66	NOAA Tides and Currents
8518699	Williamsburg Bridge	2.14	2.47	NOAA Tides and Currents
8518750	The Battery	2.28	2.61	NOAA Tides and Currents
8531680	Sandy Hook	2.41	2.74	NOAA Tides and Currents
8518490	New Rochelle	3.71	4.04	NOAA Tides and Currents
8531545	Keyport	2.66	2.99	NOAA Tides and Currents
8516891	Norton Point	2.08	2.41	NOAA VDATUM
8517201	North Channel	2.72	3.05	NOAA Tides and Currents
8517137	Beach Channel	2.10	2.43	NOAA VDATUM
8517756	Kingsborough	2.13	2.46	NOAA VDATUM
8519436	Great Kills	2.22	2.55	NOAA VDATUM
8531142	Port Reading	2.82	3.15	NOAA VDATUM
8519483	Bergen Point	2.56	2.89	NOAA VDATUM
8519050	USCG	2.28	2.61	NOAA Tides and Currents
8518902	Dyckman St	2.01	2.34	NOAA Tides and Currents
8517251	Worlds Fair Marina	3.59	3.92	NOAA VDATUM
8518668	Horns Hook	2.54	2.87	NOAA VDATUM
8518643	Randalls Island	2.60	2.93	NOAA VDATUM
8518526	Throggs Neck	3.68	4.01	NOAA Tides and Currents

* MHHW values include an addition 0.33 feet to account for changes in sea level since the 1983-2001 tidal epoch.



ATTACHMENT G

Flood Evaluation Worksheet – Site C

NYC Waterfront Revitalization Program - Policy 6.2 Flood Elevation Workhsheet

COMPLETE INSTRUCTIONS ON HOW TO USE THIS WORKSHEET ARE PROVIDED IN THE "CLIMATE CHANGE ADAPTATION GUIDANCE" DOCUMENT AVAILABLE AT www.nyc.gov/wrp

Enter information about the project and site in highlighted cells in Tabs 1-3. Tab 4, "Summary Charts" contains primary results. Tab 5, "0.2%+SLR" produces charts to be used for critical infrastructure or facilities. Tab 6, "Calculations" contains background computations. Appendix A contains tide elevations for station across the city to be used for the elevation of MHHW if a site survey is not available. Non-highlighted cells have been locked.

Background Information	
Project Name	Broadway Triangle Site C
Location	100 Throop Avenue, Brooklyn, New York
Type(s)	☑ Residential, Commercial, Community Facility ☐ Parkland, Open Space, and Natural Areas ☐ Tidal Wetland Restoration ☐ Critical Infrastructure or Facility ☐ Industrial Uses ☐ Over-water Structures ☐ Shoreline Structures ☐ Transportation ☐ Wastewater Treatment/Drainage ☐ Coastal Protection
Description	The Proposed Project, is inclusive of parcels A2 (29-31 Bartlett Street; Block 2269, Lot 52) and C (100 Throop Avenue; Block 2269, Lot 25). Site C will be developed with one 8-story building with approximately 140 affordable dwelling units with approximately 140,491 gross square feet of residential space and 6,730 gross square feet of commercial space. The proposed building is expected to contain 27 studios, 61 one-bedrooms, 15 two- bedrooms, 19 three-bedrooms, and 18 four-bedrooms.
Planned Completion Date	2025
Expected Project Lifespan	50 years

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Last update: Sept. 7, 2018

Establish current tidal and flood heights.

	FT (NAVD88)	Feet	Datum	Source
MHHW	2.14	**2.14**	**NAVD88**	*Appendix A- Williamsburg Bridge (8518699)*
1% flood height	11.00	**11.00**	**NAVD88**	*DCP's Flood Hazard Mapper*
Design flood elevation	16.00	**16.00**	**NAVD88**	*Site Survey*
As relevant:				
0.2% flood height	#VALUE!	N/A		

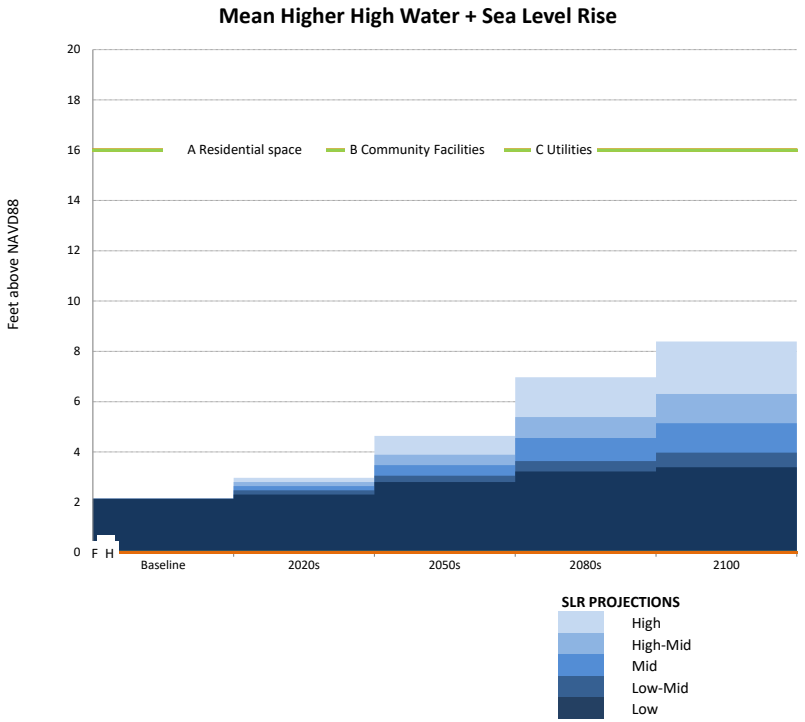
Data will be converted based on the following datums:

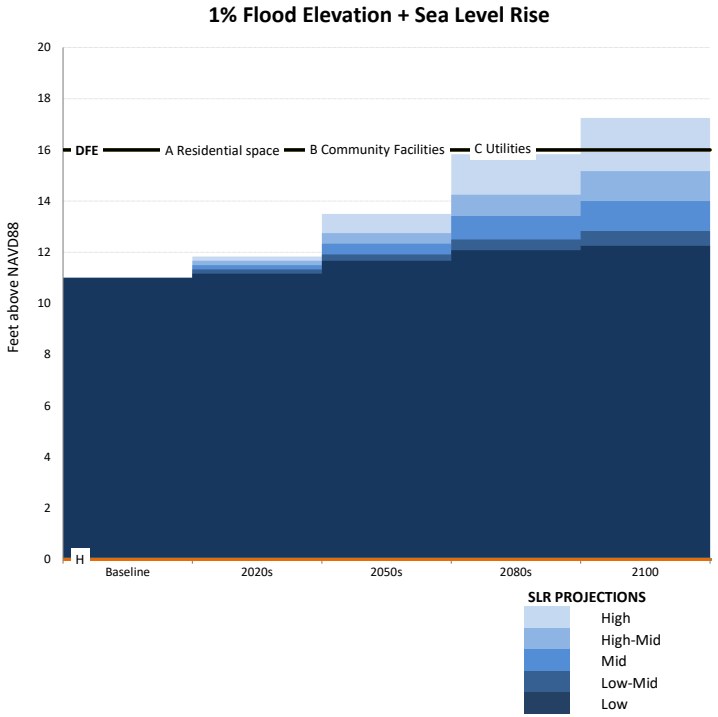
Datum	FT (NAVD88)
NAVD88	*0.00*
NGVD29	*-1.10*
Manhattan Datum	*1.65*
Bronx Datum	*1.51*
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Brooklyn Datum (Highway)	*1.45*
Queens Datum	*1.63*
Richmond Datum	*2.09*

Describe key physical features of the project.

Feature *(enter name)*	Feature Category	Lifespan	Elevation	Units	Datum	Ft	Ft Above NAVD88	Ft Above MHHW	Ft Above 0.2% flood height
A Residential space	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	50	16.0	Feet	NAVD88	*16.0*	*16.0*	*13.9*	*#VALUE!*
Site C will contain approximately 140 affordable dwelling units with approximately 140,491 gross square feet of residential space and 6,730 gross square feet of commercial space. The proposed building is expected to contain 27 studios, 61 one-bedrooms, 15 two- bedrooms, 19 three-bedrooms, and 18 four-bedrooms. Residential units are located on all floors.									
B Community Facilities	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	50	16.0	Feet	NAVD88	*16.0*	*16.0*	*13.9*	*#VALUE!*
Community spaces, located on the first floor, include a community center, family room, lobbies, and bike storage.									
C Utilities	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	50	16.0	Feet	NAVD88	*16.0*	*16.0*	*13.9*	*#VALUE!*
Both buildings will use 100% electric heating and cooling. All utilities, including electric, telecom, fire pump, and compactor, are located 10" above ground surface on the first floor.									
D	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
E	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
F	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
G	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
H	☐ Vulnerable ☐ Critical ☑ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									

Assess project vulnerability over a range of sea level rise projections.





	SLR (ft)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	0.00	0.00	0.00	0.00	0.00
2020s	0.17	0.33	0.50	0.67	0.83
2050s	0.67	0.92	1.33	1.75	2.50
2080s	1.08	1.50	2.42	3.25	4.83
2100	1.25	1.83	3.00	4.17	6.25

	SLR (in)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
2014	0	0	0	0	0
2020s	2	4	6	8	10
2050s	8	11	16	21	30
2080s	13	18	29	39	58
2100	15	22	36	50	75

	MHHW+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	2.14	2.14	2.14	2.14	2.14
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2080s	3.22	3.64	4.56	5.39	6.97
2100	3.39	3.97	5.14	6.31	8.39

	1%+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	11.00	11.00	11.00	11.00	11.00
2020s	11.17	11.33	11.50	11.67	11.83
2050s	11.67	11.92	12.33	12.75	13.50
2080s	12.08	12.50	13.42	14.25	15.83
2100	12.25	12.83	14.00	15.17	17.25

A Residential space	16	16
B Community Facilities	16	16
C Utilities	16	16
D	0	0
E	0	0
F	0	0
G	0	0
H	0	0
DFE	16.00	16.00

NOAA Tide Station Data

(to be used only when a site survey is unavailable)

Station ID	*Station Name*	*Source MHHW (Feet, NAVD88)**	*Adjusted MHHW (Feet, NAVD88)**	*Source*
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* MHHW values include an addition 0.33 feet to account for changes in sea level since the 1983-2001 tidal epoch.

